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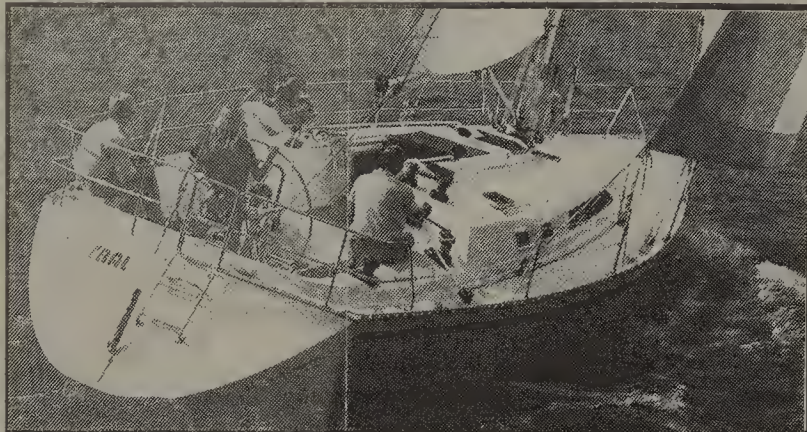
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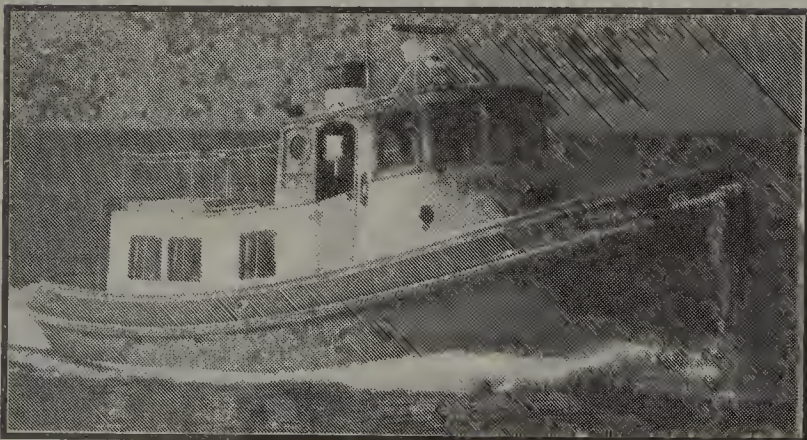
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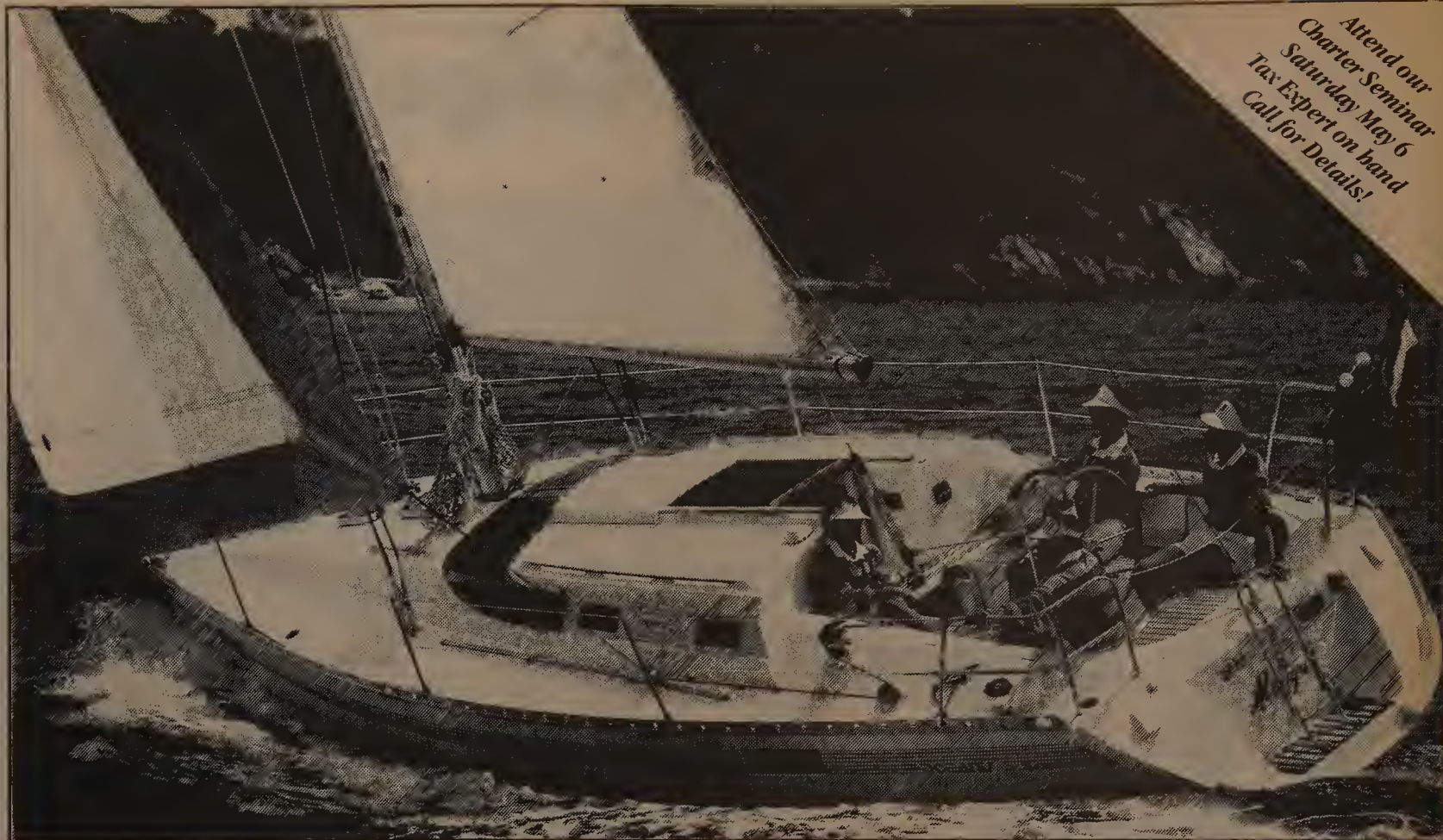


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Pearson 39



A definite statement of luxury, comfort and sailing performance!

The new Pearson 39 is an exceptional yacht. From her easily managed deck plan to her hard finished teak interior, the quality and well executed details will give you years of pleasure and pride. Pearson's lifetime hull warranty and high construction standards produces a yacht you can trust for its performance and enduring value.

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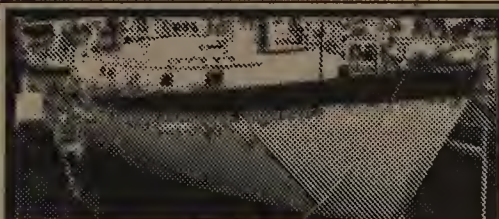


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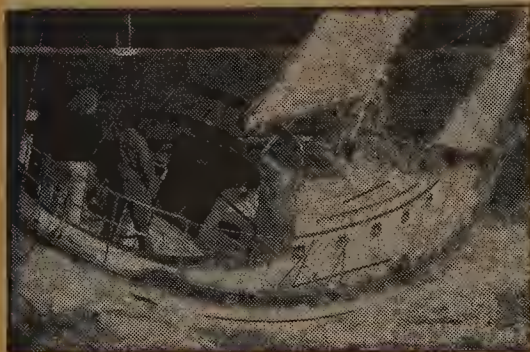


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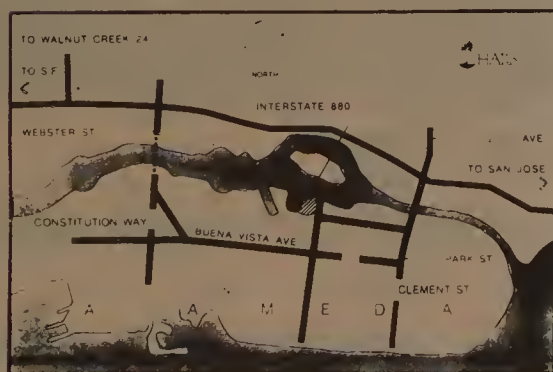
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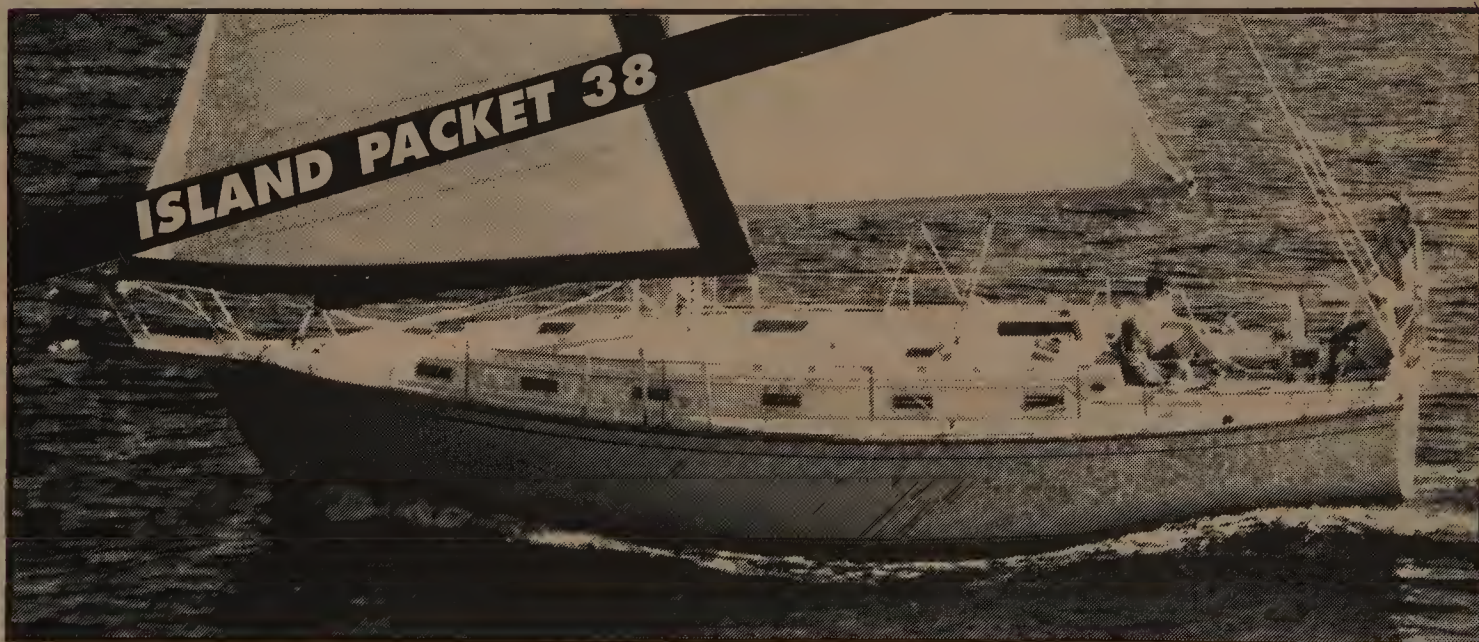
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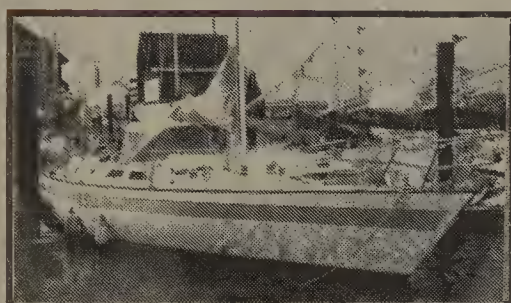
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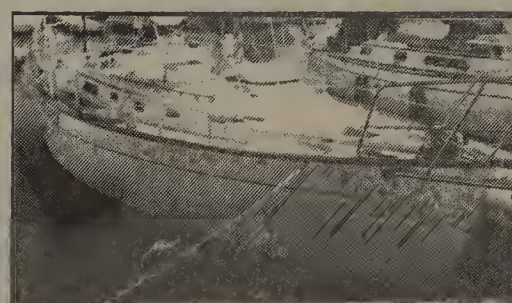
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STILL AN ACTIVE FLEET. THIS IS THE BEST PRICED 35 ON THE MARKET. CLEAN WITH FULL RACING INVENTORY AND READY TO GO.
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NORSEMAN 447

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25' CUSTOM BAHAMA	17,900
25' HUNTER	14,900
25' PACIFIC SEACRAFT	17,500
26' BALBOA WITH TRAILER	9,500
26' CHEOY LEE Frisco Flyer III	13,500
27' H-27	OFFERS / 15,000
27' SUN	17,500
28' O'DAY	25,000
29' ELITE	39,500
29' ERICSON	19,500
30' BABA	61,000
30' COLD-MOLDED MULL	29,950
30' ERICSON	27,500

30' ISLANDER MKII	26,500
30' S2-C	44,000
30' WILDERNESS	OFFERS
31' MARINER	34,500
32' ERICSON	54,000
32' FREEDOM 32	79,500
32' WESTSAIL	59,500
33' GURNEY ALUMINUM, Reduced	44,500
34' ISLANDER	29,995
35' CHEOY LEE 35	59,500
35' MARINER	29,500
35' SANTANA	39,500
36' ERICSON CRUISING	65,000
36' FREEDOM	139,950
36' ISLANDER	42,000

36' WHITE WING	94,950
38' INGRID	75,000
38' LANDFALL	76,500
40' CHEOY LEE OFFSHORE	59,500
44' NORSEMAN 447	215,000
44' PETERSON CUTTER	109,000
45' BREWER KETCH	80,000
45' EXPLORER	100,000
47' VAGABOND KETCH	125,000
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48' S&S	129,500
52' IRWIN KETCH	145,000
65' FARR SHARPIE —New	INQUIRE

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1/4	.13/ft
5/16	.23/ft
3/8	.25/ft

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1/4	.15/ft	3/8	.25/ft
5/16	.16/ft	1/2	.37/ft

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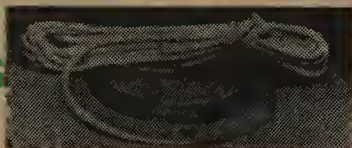


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	Retail	SALE
3/16" forks.....	32.50	\$23.40
eyes.....	26.60	\$19.15
studs.....	28.50	\$20.52
1/4" forks.....	44.50	\$32.04
eyes.....	35.00	\$25.20
stud (1/2 thread)	37.70	\$27.14
5/16" forks.....	65.50	\$47.16
eyes.....	49.50	\$35.64
stud(5/8 thread)	56.50	\$40.68
3/8" eyes.....	74.70	\$53.78
forks.....	78.00	\$56.16

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Add 10% for colored halyards



Wire Dia.	Line Dia.	Wire Length	Line Length	List Price	Sale Price
1/8	5/16	30'	30'	74.00	37.00
1/8	3/8	40'	40'	99.00	47.00
5/32	3/8	40'	50'	116.00	58.00
3/16	7/16	50'	50'	148.00	74.00
7/32	7/16	60'	60'	196.00	98.00
7/32	1/2	65'	65'	229.00	112.00
1/4	1/2	70'	70'	250.00	125.00
1/4	5/8	70'	70'	322.00	161.00
5/16	5/8	85'	85'	495.00	250.00

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	Galv. P.C.	Galv. HiTest	BBB HDG
3/16	\$.40/ft		
1/4	\$.78/ft	\$1.32/ft	\$1.60/ft
5/16	\$1.15/ft	\$1.79/ft	\$2.22/ft
3/8"	\$1.65/ft	\$2.25/ft	\$2.82/ft
1/2"	\$2.40/ft	\$3.75/ft	\$4.68/ft

larger sizes upon request

HIGH QUALITY IMPORT



Galv. P.C.	
1/4"	\$.65
5/16"	\$1.10
3/8"	\$1.30

while supplies last

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Capacity 1/16 - 3/16 With Cutter.

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other size swagers and cutters
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CU-7 Cutter
Capacity 3/16



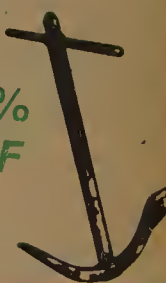
List Price	Sale Price
\$33.60	\$19.50

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Size	Yacht	Yr	Price
48'	MARINER	'80	115,000
47'	PERRY	'79	130,000
46'	DOLPHIN	'69	89,000
46'	ROSBOROUGH	'80	85,000
45'	COLUMBIA Mfg. C	'71	95,900
44'	DAVIDSON	'81	85,000
42'	BREWER	'87	149,500
42'	EXCALIBUR	'81	119,000
41'	NEWPORT	'73	69,000
41'	SEA WOLF	'73	69,500
40'	CHEOY LEE	'67	64,500
40'	HUNTER	'81	75,000
40'	IRWIN	'79	74,000
40'	ISLANDER	'73	66,000
39'	LANDFALL	'79	75,000
39'	CARTER	'73	57,000
39'	ERICSON	'71	54,500
39'	LIDGARD YACHTS	'82	67,500
39'	PEARSON 390	'72	67,500
39'	YORKTOWN	'74	35,000
38'	MORGAN	'83	79,000
37'	CLASSIC Wm. KING	'36	60,000
37'	ELITE	'85	85,000
37'	HUNTER	'80	58,000
37'	HUNTER	'80	59,500
37'	HUNTER	'84	69,000
37'	O'DAY	'80	53,000
37'	TARTAN	'80	74,000
37'	TAYANA	'82	77,000
37'	TAYANA	'77	72,000
36'	CHEOY LEE	'73	55,000
36'	ERICSON	'84	72,000
36'	FORMOSA	'80	48,950
36'	HANS CHRISTIAN	'75	65,000
36'	HUNTER	'80	49,000
36'	ISLANDER	'77	40,000
36'	ISLANDER	'76	59,500
36'	PEARSON	'80	59,500
36'	SWAN	'69	83,000
35'	ERICSON	'78	55,000
35'	FANTASIA	'79	69,500
34'	HUNTER	'83	51,500
34'	MORGAN	'69	25,000

Size	Yacht	Yr	Price
34'	WYLIE	'81	47,500
33'	HUNTER	'82	38,500
33'	MORGAN	'74	44,950
33'	NEWPORT	'83	44,000
33'	PETERSON	'78	34,500
33'	RANGER	'75	33,500
32'	PEARSON 323	'79	40,000
32'	ALOHA	'83	59,000
32'	COLUMBIA	'77	32,900
32'	ERICSON	'77	30,995
32'	ERICSON	'72	27,000
32'	ISLANDER	'77	39,500
32'	JENNEAU	'85	48,000
32'	MORGAN	'69	24,950
32'	MORGAN	'79	38,500
32'	UNION	'84	55,000
32'	WESTSAIL	'79	57,000
31'	C&C	'75	18,000
31'	CHEOY LEE	'74	26,000
31'	DUFOR	'79	41,950
30'	BABA 30	'85	81,000
39'	BABA 30	'81	72,000
30'	CAL 9.2	'83	39,500
30'	CATALINA	'86	40,500
30'	CATALINA HULL 2	'82	35,000
30'	CHUCK BURNS		25,000
30'	DUFOR - ARPEGE	'70	25,000
30'	DUTCHMILL SLOOP	'60	14,000
30'	ERICSON	'78	34,500
30'	ERICSON	'68	16,500
30'	ISLANDER	'80	33,000
30'	ISLANDER	'79	35,000
30'	PACIFIC	'71	11,500
30'	PEARSON	'78	26,000
30'	PEARSON	'73	19,500
30'	RAWSON	'62	18,000
30'	S-2	'78	38,500
30'	YANKEE	'73	27,000
29'	BRISTOL 29'9"	'72	25,000
29'	CAL	'73	18,000
29'	CAL	'70	25,000
29'	CASCADE	'62	16,000
29'	ERICSON	'72	18,500

Size	Yacht	Yr	Price
29'	ERICSON	'73	24,500
29'	ERICSON	'78	31,000
29'	ERICSON	'78	32,000
29'	LANCER	'80	24,000
29'	RANGER	'71	17,000
29'	RANGER	'73	22,500
28'	ALBIN MARINE	'81	25,000
28'	COLUMBIA	'69	14,500
28'	H28	'62	23,000
28'	ISLANDER	'77	25,500
28'	ISLANDER	'78	29,000
28'	ISLANDER	'84	29,500
28'	NEWPORT	'77	23,500
28'	O'DAY	'79	25,000
28'	ROYAL CRUISER	'70	19,500
28'	SAN JUAN	'78	23,000
27'	CAL	'75	21,000
27'	CATALINA	'73	14,400
27'	CATALINA	'75	13,500
27'	COLUMBIA	'77	20,000
27'	ERICSON	'77	20,000
27'	ERICSON	'76	18,500
27'	HOT FOOT	'83	15,000
27'	HUNTER	'77	17,500
27'	HUNTER	'79	19,500
27'	MORGAN	'75	10,500
27'	SANTANA	'72	14,500
27'	SUDDEN MULL SCT	'76	17,000
26'	COLUMBIA	'70	7,000
26'	COLUMBIA MK II	'69	9,000
26'	DAWSON	'74	15,000
26'	FREEDOM	'82	18,800
26'	PEARSON	'76	15,400
26'	RANGER	'78	12,500
25'	CORONADO	'68	8,800
25'	WING	'68	8,500
25'	YAMAHA	'78	17,000
24'	J BOAT	'79	8,500
23'	RANGER	'73	8,900
21'	McCUEN	'63	1,000
21'	PEARSON	'83	11,900
21'	WAYFARER	'68	2,200
20'	WINDROSE	'80	3,200

THE SHOW IS OVER BUT WE ALWAYS HAVE
THE LARGEST SELECTION ON THE WEST COAST

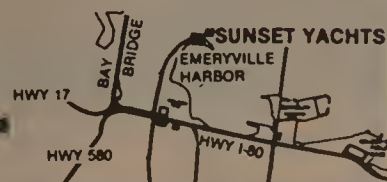


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Harbor Master: (415) 495-4911

CALENDAR

Nonrace

May 1 — Attention, couch potatoes: The San Francisco Ziploc Ultimate Yacht Race is scheduled to air on ESPN, 5 p.m. local time.

May 5 — "Cruising the Greek Islands and the Adriatic Sea", a presentation by circumnavigator Henry Stine. Stockdale Marine Theatre, Sacramento, 7:30 p.m. Stockdale Marine, (916) 332-0775.

May 5-7 — Sixth Annual Discovery Bay Lions Club Boat Show. At least 100 exhibits for a \$2 admission fee. At Discovery Bay ("where people play where they live"), east of Brentwood. Bob Gromm, 684-2117.

May 9 — "Weather Helm: The Cause and the Cure". Discussion group at Lee Sails, 7 p.m. Located behind the Peking Duck just off Webster Street in Alameda. Limited seating. Donald Bogart-Goring, 523-9011.

May 9 — Seminar on 12-Volt Systems, presented by Ron Romaine and sponsored by West Marine Products. First of six seminars at various West Marine locations; all cost \$2.50 and start at 7 p.m. This one's at the Santa Cruz store; others are at WMP in Palo Alto (5/10), Stockton (5/16), Oakland (5/17), Sausalito (5/23) and South San Francisco (5/24). See Sightings. Roger Bowman, (408) 728-2700.

May 12-14 — Tower Park Marina's DeltaFest. A free annual RV and boatshow now in its 14th or 15th year. There's something for everyone: three live bands; clown acts for the kids; boats and accessories for Mom and Dad; and even a Spuds MacKenzie look-alike contest for the family pooch. The marina is located in Terminus, deep in the Delta. Show hours are noon to 6 on Friday, and 10 a.m. to 6 p.m. on the weekend. For more info, call (209) 369-1041.

May 13 — The SF Bay Nonsuch Association and Island Yacht Sales invite interested sailors to join George Hinterhoeller (Nonsuch builder) and Mark Ellis (Nonsuch designer) in a three hour seminar (3:30-6:30 p.m.) about the Nonsuch's design, construction, history and future. Admission is free; however, advance reservations are necessary. Dave Vickland, 865-6208.

May 13 — Catalina/TransPac Race Seminar. Sponsored by Marion Sailmakers and Svendsen's Boatworks. Held at the Marion loft (2035 Clement, Building 32, Alameda Marina) from 9:30-12:30. Agenda: Mast and Rig Prep (Bruce Schwab), Sail Prep and Trim (Howie Marion), How to Go Fast (Chris Corlett, Ralf Morgan) and Safety, Provisioning and Fun (Harvey Kilpatrick). For reservations, call Debbie at Svendsen's, 522-2886.

May 14 — Mother's Day. Why not treat dear ol' Mom to brunch at the yacht club? Better yet, why not a day sail on the Bay? Angel Island or Paradise Cay are nice places to drop the hook for lunch.

May 17 — Navigation seminar for June 16th's Stockton Sailing Club South Tower Race ("140 miles of pure joy"). All navigators and skippers who have never done this mini-enduro are encouraged to attend. Stockton Sailing Club; 7:30 p.m.; Tom Mason, (209) 478-4771.

May 18 — "Safety and Emergencies", first of three seminars for MYCO's Oakland-Catalina Race (July 3 start). This one features Chris Corlett and Barney Haglund. At MYCO, 8 p.m. Margaret Fago, 523-4388.

May 19 — Bay Area Multihull Association meeting. Guest speaker Mark Hassall (author of *Love For Sail*) will speak about his cruising and boatbuilding experiences. MYCO, 8 p.m. Craig, 522-7403, or Lee, 453-9064.

May 20-21 — A weekend and a full moon! Time to pack up the family yacht, grab the better half and take off on a pre-

SEND YOUR ENTRY IN EARLY



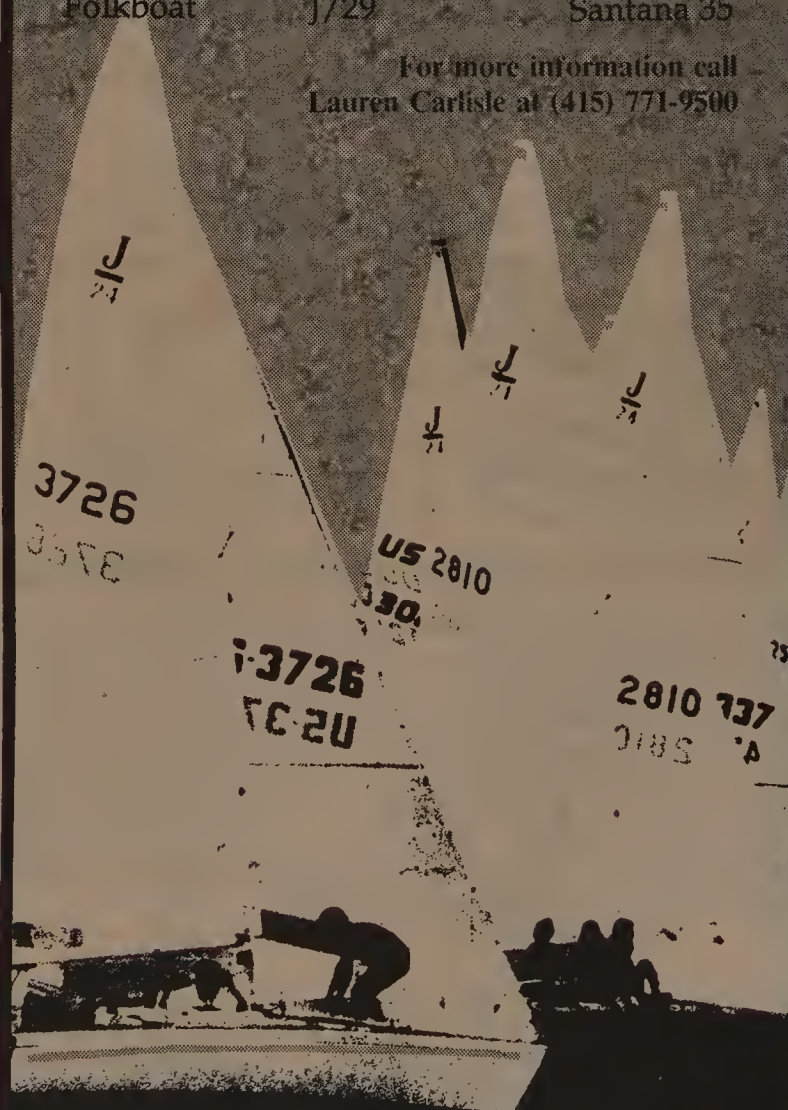
MAY 27, 28, 29

Hosted by
San Francisco Bay
Sailing Association

The Following Classes Will Attend

Etchell 22	J/24	Express 27
Knarr		Express 37
Folkboat	J/29	Santana 35

For more information call
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 ⚓ **BUY DIRECT FROM STANFORD AND SAVE!**

SAIL

Custom Motorsailor 62'. 1978

Built by International Offshore. Beautiful cruiser or liveaboard located in Hawaii. \$299,000.

Garden Ketch 47' "Horizons". 1974

This vessel is in great condition with a very large salon and galley. Ideal liveaboard or blue water cruiser. \$99,000.

Garden Ketch 47' "Cayuga". 1969

Rare aft cabin version making her the perfect liveaboard. \$89,000.

Swift 40' "Morning Glory". 1979

Excellent fiberglass center-cockpit cruising boat built to Lloyd's of London specs. Aft cabin, two heads and a beautiful salon. \$80,000

Columbia 32' Sabre. 1965

One of the most graceful vintage sailboats. Needs some work, but a steal at \$4,950.

J24. 1978

Brand new paint job. What more can we say. \$7,950

POWER

Sea Ray 30' weekender with flying bridge. 1979

This boat has lots of options and a hard-to-get Monterey slip. \$48,950

Roughwater 29'. 1980

Great fiberglass Delta boat. Diesel. \$16,000.

Aqua Sport 17'. 1979

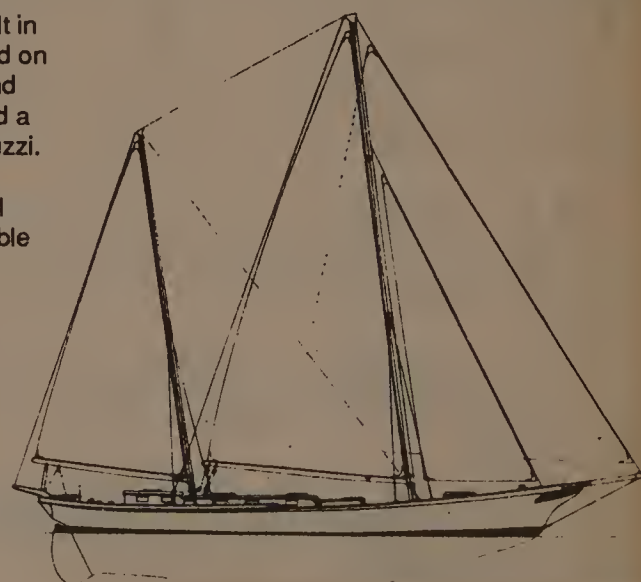
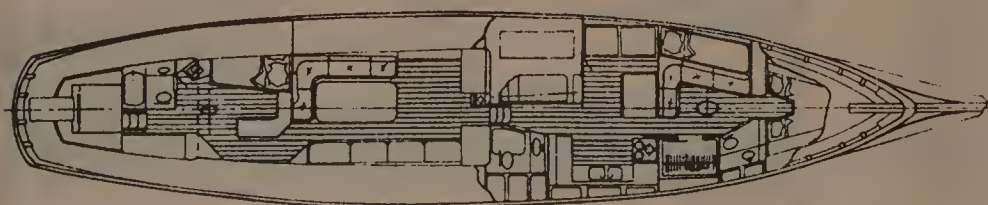
With 115 hp engine that needs some work. A mechanics opportunity. \$4,000.

SAIL continued

Sun 27' diesel, many extras.	1978	\$19,950
Catalina 22'.	1974	\$3,900
Wilderness 21' and trailer.	1978	\$4,900
Freedom 21.	1984	\$10,000
O'Day Mariner and trailer.	1963	\$1,000
Flying Dutchman and trailer.	1968	\$1,000
Contender and trailer.	1976	\$2,000

72-ft Herreshoff Ketch "Victoria"

Sister-ship to the world renowned "Ticonderoga", designed by L. Francis Herreshoff in 1935, "Victoria" is that big beauty that you've seen charging around the Bay recently. She was built in 1974 at the P. Vos yard in New Zealand, of cold-molded kauri. Her exquisite interior, featured on the cover of the book "Classic Yacht Interiors", offers some of the the finest joinery to be found anywhere. A complete galley includes a full-sized refrigerator/freezer, a Jenn-Aire range, and a microwave, and her luxurious master suite is complete with a wood-burning stove and a Jacuzzi. Recently upgraded electronics consist of radar, sat-nav, loran, omega, vhf, and Brookes & Gatehouse instrumentation. Auxillary power is a 220 hp Caterpillar with 250 hours since total rebuild, and the generator is a 15kw Yanmar. Victoria is a most singular sailing yacht, available now to be shown to qualified buyers. \$600,000



CALENDAR

Memorial Day shakedown cruise.

May 27-29 — Catalina 30 fleet cruise to McNear's Beach for Memorial Day Weekend. All Catalina 30s welcome. Martha Schultz, fleet captain, (408) 371-9576.

June 3-4 — Westsail Rendezvous for all West Coast Westsail owners. Shoreline YC in Long Beach, Ca., is the site of this weekend long gathering. Visiting luminaries include Bill Crealock, naval architect, and Dave King, overall winner of the '88 West Marine Pacific Cup in a Westsail 32. Susan Elias, (808) 957-5457.

June 8 — "Downwind Driving", second of three Catalina Race seminars. Features two of the best drivers around, Scott Owens and Kame Richards. MYCO, 8 p.m. Margaret Fago, 523-4388.

Racing

April 30-May 5 — The 22nd Annual Antigua Sailing Week — enough said.

April 30-May 6 — 7th Biennial International Regatta for Nordic Folkboats. Close to 30 Folkboats from around the world will gather for this Cityfront shootout. Hilary Andersen, 552-2705.

May 6 — Colin Archer Memorial race for double-ended displacement boats. A fun, low-key lap from the Berkeley Pier up to the Gate, then up the Estuary to the finish line at host Encinal YC's guest docks. Stan Tice, (408) 277-4391 (work).

May 6-7 — Vallejo Race. This year, the oil spill is in Alaska, so the "season opener" truly opens the summer sailing season. We wouldn't miss it: wave if you see the 38 *Special*! More in *Sightings*. YRA, 771-9500.

May 6-7 — 21st Annual Golden Feather Regatta on Lake Oroville. Camping facilities available on the shores of this large, uncrowded lake. Lake Oroville YC. Roger Stillwell, (916) 674-5887.

May 13 — Richmond YC's Jr. Waterhouse Race, the second ocean race of the summer. This is a stunted version of the now legendary Watercloset Race, the last of the macho overnight ocean races (back when you could hang your feet over the side at night).

May 13-14 — SF Bay Nonsuch Association annual spring regatta and rendezvous. Also see "Nonrace", May 13. Dave Vickland, 865-6208.

May 13-14 — Champion of Champions. Last summer's winners in 38 ODCA classes will square off on the cityfront to determine who's the best of the bunch under the PHRF rule. A prime opportunity for the PHRF committee to study their ratings in action. YRA, 771-9500.

May 20-21 — Stone Cup. An all-IMS weekend at the St. Francis. Call Matt Jones at the StFYC, 563-6363, for details.

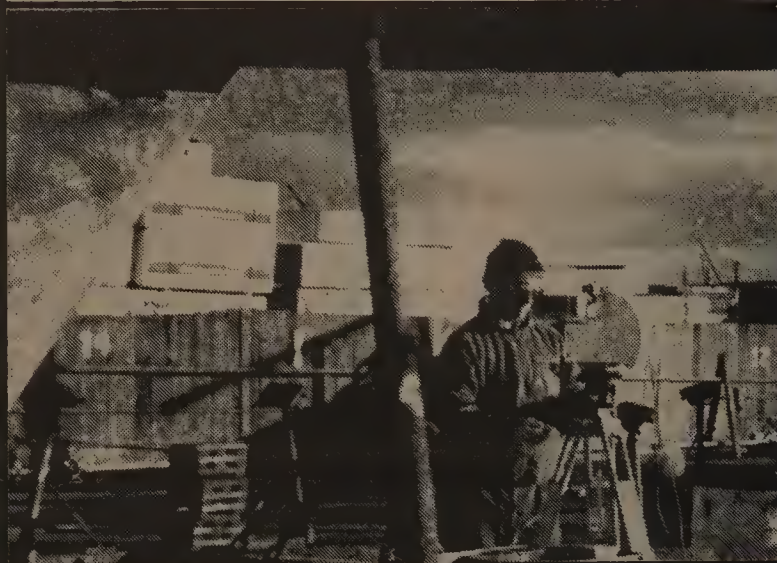
May 20-21 — San Francisco Cup: San Francisco YC vs. the defending champion, St. Francis YC. Five races in Santa Cruz 50s. Chris Corlett, driving *Allure* for the StFYC, will spot Jeff Madrigali and his SFYC team on *Hana Ho* 8.8 seconds per mile. May the best club win!

May 20 — First "regular" HDA and ODCA races of the year. Five handicap divisions (down from six last year) will square off on the Cityfront; ODCA racing begins on the Berkeley Circle. ODCA classes who don't race on Saturday will be out on Sunday, May 21, on the Knox and Cityfront courses. YRA, 771-9500.

May 26, 1906 — Start of the first Bermuda Race. It was an inauspicious beginning: only three entries participated in this now-classic East Coast event. The winner was *Tamerrlane*, a 38-footer sailed by the race organizer, Thomas Fleming Day. As the editor of *Rudder* magazine, Day tirelessly promoted the sport of yacht racing; in fact, he is considered by many to be the founder of ocean racing as we know it today.

May 27 — Master Mariners Regatta, held on a Saturday this

TRUTH: The number of
IMS-measured boats in-
creases on a daily basis.
Standardized production hulls
have topped the 700-boat
mark already.



DARE: To measure up!!

**INTERNATIONAL
MEASUREMENT SYSTEM**

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Intended to promote racing at the highest levels, IMS is designed very specifically for multi-purpose yachts. In other words, IMS is the answer to the needs expressed by a broader range of boats used for many different boating activities.

IMS utilizes many variables in its measurement process, such as hull dimensions, sail plan, rig configuration, propeller drag and

flotation among others.

And making the formula even more effective, IMS is set-up to reflect the changes in wind speed and direction, and the effect of both on the variables measured.

There are currently over 700 production hulls measured and standardized by IMS. Certification is a simple application step away.



**Handicap
Divisions
Association**

**IMS PHRF
(415) 771-9500**

WELCOME ABOARD
MARITIME
★★★DAY★★★
FESTIVAL

Saturday, May 20
11a.m. to 7 p.m.

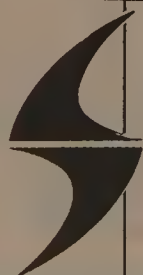
Set sail at Jack London's Waterfront! **Narrated boat tours** of the Oakland containerport, departing 12 noon, 2 p.m., 4 p.m. **Oakland Cup** rowing races, **Derique McGee**, the Vaudevillian Clown, **Barbary Coast Cloggers** folk dancing, **Nautical crafts** demonstrations, **PLUS pops concert** with blues master **Cool Papa**, **Dan Hicks & Acoustic Warriors**, vocalist **Maria Muldaur** and more! **All free** including parking (except valet). For free poster and schedule of events call (415) 839-7488.

PORT
OF
OAKLAND

Announcing The New Shore/Dutchman™ Combo

**Shore Sails Makes
 The Dutchman
 Automatic Mainsail
 Flaking System
 Affordable.**

The Dutchman™ system is a simple, reliable, safe and convenient mainsail flaking system. It uses vertical controls lines that weave through alternate sides of the sail. The control lines pass through special reinforced slits, which are sewn into the sail and are attached to the foot of the sail and to the topping lift with our easily installed custom hardware.



SHORE SAILS

FOR PEOPLE OBSESSED WITH WINNING.
 1 Harbour Way South • Richmond, CA 94804

(415) 234-9047

As the sail is dropped, the control lines automatically become tensioned and the sail is both collected and flaked on the top of the boom. You simply let go of the halyard and straighten out the leach. In literally 20 seconds you're done.

Others systems currently being advertised (Stoway, Stack Pack, Zip Stop, etc) can cost anywhere from \$1,500 to \$10,000 and they don't work as well. Shore Sails will install the remarkable Dutchman™ flaking system on your existing main for approximately \$500. If, in addition, you desire full-length battens installed. Shore Sails will convert your conventional main for \$375-\$400 depending on size.

*Call or visit the Shore Sails loft
 for more details*

CALENDAR

year. A delight for spectators and participants, this is the highlight of the year for the vintage varnish set. Bill Rickman, (916) 965-8656.

May 27-29 — Second Annual Volvo/San Francisco Regatta. Top flight one-design racing for Etchells, Express 27s and 37s, Folkboats, J/24s, J/29s, Knarrrs and Santana 35s. Lauren Carlisle, 771-9500.

May 27-29 — Corlett/Buckner Race, the third ocean race of the season. A three day excursion around the Gulf of the Farallones, with stops at scenic Drakes Bay and Half Moon Bay. Sponsored by MYCO. Kirt Brooks, 284-1826.

June 3 — SSS In the Bay Race. A good introduction to shorthanded racing. A special treat at the May 31 skipper's meeting will be SSS member Graham Hawkes, a deep sea submersible designer, talking about going 10 knots at 2,000 meters depth — solo. Skipper's meeting at Oakland YC, 6:30. Ants Uiga, 658-8073.

June 4 — Women's Racing Association (WRA) Invitational. Hosted by Treasure Island YC for women racers. PHRF racing, spinnaker and non-spinnaker. "Bring your own boat; we provide the water." Barbara Adams, 664-6553.

June 11, 1906 — Start of the first TransPac Race. Not to be outdone by their East Coast brethren, three West Coast boats departed from Los Angeles to race to Hawaii — and another legendary race was born. The original idea was to hold the race out of San Francisco, but the Big Shake and Bake in April made it virtually impossible for our local yachtsmen to sail in the proposed race. Lurline, Harry Sinclair's 72-footer out of L.A., won in the then-remarkable time of 12 days and 10 hours.

June 16-17 — 17th Annual Stockton Sailing Club South Tower Race. 70 miles upwind to Crissy Buoy, followed by a 70 mile spinnaker ride back to Stockton. Sponsored by Duraflame. Tom Mason, (209) 478-4771.

Please send your calendar items **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

May Weekend Tides

day/date	slack	max	slack	max
5/6/Sat	0144	0509/6.0E	0900	1206/4.6F
	1534	1646/2.7E	2050	2341/3.1F
5/7/Sun	0227	0554/5.7E	0951	1255/4.3F
	1629	1835/2.3E	2137	
5/13/Sat	0330	0612/1.5F	0837	1143/2.7E
	1539	1856/2.7F	2153	
5/14/Sun		0112/2.3E	0428	0721/1.9F
	0948	1248/2.5E	1629	1939/2.7F
	2231			
5/20/Sat	0107	0428/4.7E	0827	1127/3.5F
	1454	1659/2.1E	2005	2254/2.4F
5/21/Sun	0137	0505/4.8E	0903	1205/3.5F
	1537	1740/2.0E	2034	2333/2.3F
5/27/Sat	0115	0351/1.6F	0624	0956/3.7E
	1342	1652/3.1F	2023	2251/2.4E
5/28/Sun	0235	0507/1.8F	0751	1059/3.3E
	1438	1746/3.1F	2106	2349/3.1E

A WINNING TEAM . . .



ZEUS & NELSON'S . . .

In the boatyard and on the race course, Zeus and Nelson's have been working together to build an impressive record. Zeus has gone through a steady evolution from new keels to rigging, keeping her looking good and competitive on the race course. If you've got projects, ideas or dreams for your boat, talk to Nelson's — they've got experience in the boatyard and on the race course.

Zeus is glad to have on its team this year a new spar from Ballenger Spars and new sails from Marion Sailmakers.



*Nelson's
Marine*

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Alameda, CA 94501
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A totally new dimension in radar.

Raytheon breaks out of the world of ordinary radars with units that are smaller because they're better, and better because they embody the very latest in space-age, LSI-circuit miniaturization.

Whether you choose the Raytheon R20 or R21, you will experience combined levels of clarity, definition, brightness and reliability never before

available in any size radar. They have seven-inch diagonal screens so cleverly designed they give you target-viewing areas that rival the size of nine-inch radars, yet have enough room for on-screen readouts of Loran TD's or Latitude and Longitude, plus alphanumeric and graphic representations of operating conditions.

Small, lightweight, and needing little power, the rugged, weatherproof Raytheon R20 and R21 Radars are ideal for any boat. They're the first raster scan radar displays that will easily fit into most overhead instrument panels.

High-resolution raster scan displays provide super-bright, chart-like pictures for easy day or night viewing.

- Ranges from 1/4 to 24 nm
- SeaGuard intrusion alarm

- Variable Range Marker (VRM) and Electronic Bearing Line (EBL) with on-screen readouts
- Displays Lat/Long or TD position with Loran NMEA 0182/0183 inputs
- Target expansion
- Interference rejection, gain, rain and sea clutter controls
- On-screen alphanumeric and bar graphs show status of operating controls and adjustment levels

A better-engineered radome.

The R20's powerful 3-kW transmitter and printed circuit-board antenna are housed in an ultra-light radome which has an exceptionally low profile. It can't foul your rigging, and at only 20.9 pounds, it's perfect for even the smallest boats. A narrow 4° horizontal antenna beamwidth provides outstanding target resolution.

The R20 and R21 are examples of the high-tech engineering excellence you've come to expect only from Raytheon...the company that introduced the first raster scan radar and set the standards for all who followed. Because at Raytheon, quality starts with fundamentals.

For more information, contact your local authorized dealer or
RAYTHEON MARINE COMPANY
 46 River Road
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 603-881-5200



An outstanding open-array antenna.

While the display units of the R20 and R21 are identical in size and operation, the R21, with its 3-kW transmitter, 3-foot antenna, and 2.8° horizontal beamwidth, provides superb longer-range performance.

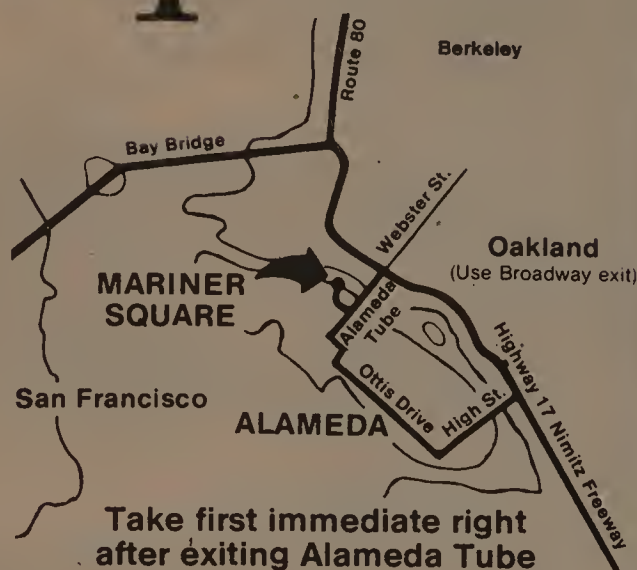
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Raytheon

Always A Boat Show At Mariner Square

More Than 100 New
& Used On Hand
At All Times

It's always a Boat Show here at Mariner Square Yachting Center. Where else can you find more than 100 New & Used Boats at smooth-sailing prices and service that others put on but only once a year? Check out the next 6 pages. You'll see why our year-around show is far from just a one time thing!



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LOCATIONS**

EAST BAY
Mariner Square
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Exclusive Bay Area Dealer for Newport and Gulf
**American-Built at
Affordable Discount Prices**
newport 30 III

**Sail Away
\$45,800**



Gulf-32

**Sail Away
\$60,800**



Pilothouse

**Sail Away
\$59,950**

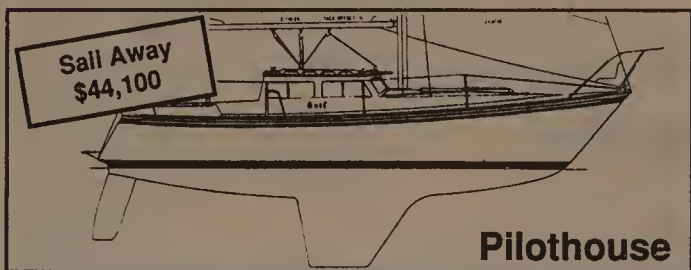


N-33 Pilothouse

NEWEST (1988) ADDITION TO THE FLEET

Gulf-29

**Sail Away
\$44,100**

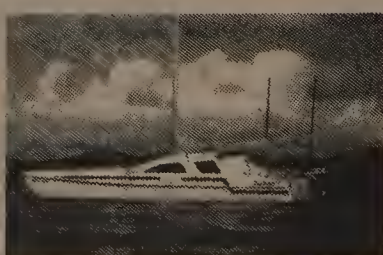


Pilothouse

Sailaway Includes: Full electronics (VHF, depth, knot/log, compass); Sails (main & lapper jib). Ground tackle, pedestal steering, full safety package, shore power, pressure h/c water, shower (except N-28); Freight & commissioning; many additional options and installed customized cabinetry, teak sole.



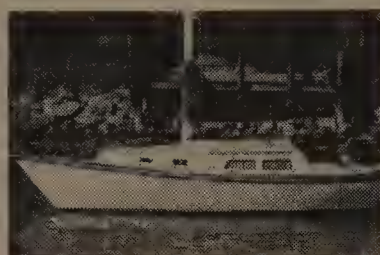
36' PEARSON 365, 1977. Clean, reliable cruising liveaboard. Asking \$52,500.



24' SEAWIND CATAMARAN and trailer, 1987. Like new. Sleeps 4 and goes like hell. Asking \$22,000.



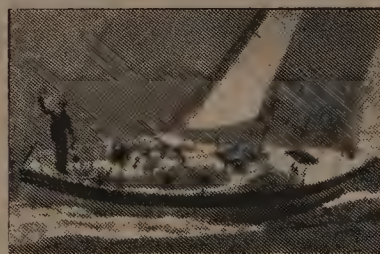
43' PORPOISE Ketch. Quite possibly the finest 43-footer on the Bay. Nothing spared for ultimate liveaboard comfort, beauty and bluewater cruising. Asking \$135,000



28' NEWPORT II, '81. Diesel, newly refurbished in and out; recent survey. Asking \$18,000.



36' UNION POLARIS, '81. Like new, low hours; great liveaboard cruiser. Asking \$80,000.



39' FREYA Cutter, '78. Trans-ocean vet. Recently refurbished (sistership). Asking \$79,000.



30' PEARSON, '73. You should be in such great shape! Asking \$19,500.



28' ISLANDER, '76. Diesel, club jib, four sails, clean. Asking \$21,000.



44' PETERSON cutter, 1975. Fully equipped blue water cruiser, aft cabin liveaboard. Asking \$120,000.

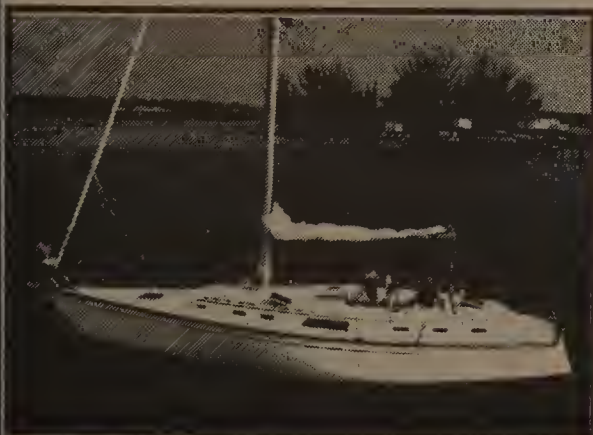
SELECTED SAILBOAT BROKERAGE

25' O'DAY & trailer, '77	\$16,500	35' ERICSON, '79	43,900
26' NORDIC FOLK, cstm, '85	25,000	36' CHEOY LEE Luders, '76, dsl	49,000
27' ERICSON, (3) frm	15,900	36' PEARSON, '73	54,000
27' EXPRESS & trlr, '82	27,000	36' YAMAHA slp, '81	79,000
27' CS sloop, '79	21,900	36' ISLANDER, '79, dsl	54,000
28' NEWPORT, '79	16,000	36' S-2 (11 meter) slp, '80	63,000
28' PEARSON, '85	45,000	38' CATALINA, '83	56,000
29' GULF PH, '85	35,000	39' LANDFALL ctt, PH, '79	75,000
30' CATALINA, '84	33,900	39' NEW ZEALAND slp, '82	69,000
30' ERICSON 30+, '81	39,900	40' STEEL PH M/S, '77	80,000
30' ERICSON, '80	42,000	41' STEEL cutter, '78	95,000
32' ERICSON, '72	27,000	41' NEWPORT, (3) frm	59,000
32' PEARSON 323, '78, dsl	48,000	41' FORMOSA ketch	79,000
33' HUNTER, '79	36,000	45' LANCER PH M/S, '83	125,000
34' ERICSON, 2 from	37,000	45' PORPOISE ketch, '70	80,000
34' HUNTER, '83	51,000	48' SWAN, '72	179,000
34' PETERSON slp, '82	44,900	48' CAL, '70	98,000

Catalina//Morgan

SAN FRANCISCO BAY'S DEALER

MORGAN
41 • 44

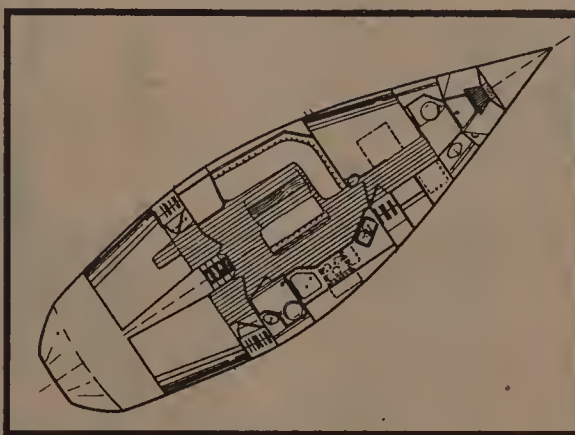


MORGAN 44.

American built to highest quality. Large aft stateroom w/tub & shower in aft head. L shaped galley perfect for cooking at sea. Main salon large & comfy.

CATALINA

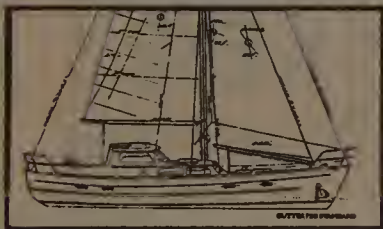
22 • 25 • 27 • 30 • 34 • 36 • 38 • 42



CATALINA 42.

Fast & fun to sail w/great interior accommodations. 3 staterooms, 2 heads, large galley, suite. Lots of extras. Must see if looking for 40-45 footer. **\$108,000.**

BROKERAGE



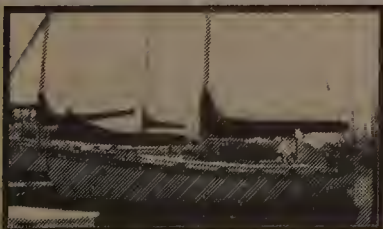
CHEOY LEE 43 M/S. Autopilot, furling main & jib, SatNav, B&G, Hercules 190. Lots & lots of custom features — ready to cruise! **\$149,000.**



ERICSON 27. 1979. New main, 2 new jibs, Inboard, Combi knot & depth, stereo, shore power, pedestal steering. Very clean. **\$15,900.**



1976 ERICSON 32 Three headsails, dodger, pedestal, new interior. Clean. **\$29,400**



HANS CHRISTIAN 43. 1979. Autopilot, generator, 5 sails, SSB radio, VHF radio, Combi data center, windlass, much more. **\$139,000.**



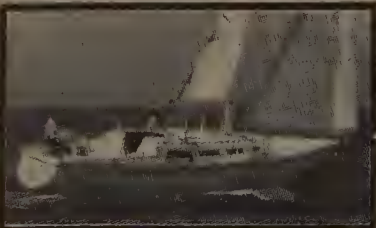
NAUTICAT 33. 1986. Loran, VHF, knot/depth, windlass, furling jib, Espar forced air heating. This boat is in beautiful cond, ready to share its comforts. **\$115,000.**



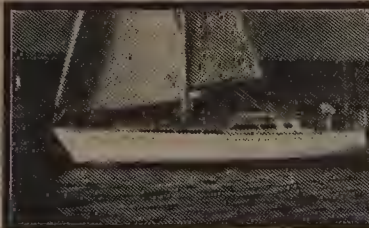
1974 FISHER 37 Loaded with all the best extras, including radar; very clean. **\$125,000**



1984 CATALINA 30. Dodger, large diesel, pressure water, pedestal and clean. **\$38,995**



1984 CATALINA 36 Knot, depth, WP & WS, furling, 1/b diesel; clean, clean, clean! **\$62,995**



FAIR WEATHER 39. 23 hours on engine, Combi instrument, windlass, furling. **\$125,000.**

EAGLE YACHT SALES

SAIL

(3)	CATALINA 22	FROM 3,790
'73	SANTANA 22	6,500
'84	O'DAY	7,945
(2)	RANGER 23	FROM 7,495
'67	O'DAY 23	4,495
'73	COLUMBIA 24	6,495
(2)	CATALINA 25	FROM 9,995
(3)	CORONADO 25	FROM 4,495
'65	PEARSON 26	9,995
'70	INT'L FOLKBOAT	14,000
'79	CS 27	24,500
(6)	CATALINA 27	FROM 8,995
'73	ERICSON 27	18,500
'67	CAL 28	11,500
'71	ERICSON 29	19,995
'81	NEWPORT 30	29,995
(3)	CATALINA 30	FROM 27,995
'73	FISHER 30	49,500
'67	COLUMBIA 31	22,500
'83	NAUTICAT 33	95,000
'76	CAL 34	38,000
'84	CATALINA 36	59,995
'68	COLUMBIA 36	37,995
'57	FARALLONE CLIPPER 38	38,995
'78	ATKINS 38	74,995
'81	CATALINA 38	60,995
'87	MARINER 39	130,000
'82	SWIFT 40 KETCH	94,995
'72	COLUMBIA 43	74,995
'35	RASMUSSEN 46 KETCH	31,495
'83	CHEOY LEE 43 PH	148,000

POWER

'85	28.5 JBYLINER	32,495
'70	ALASKAN 46	124,995
'87	INTEGRE 46	197,000

WANTED:
Trailable
22 & 25
Listings

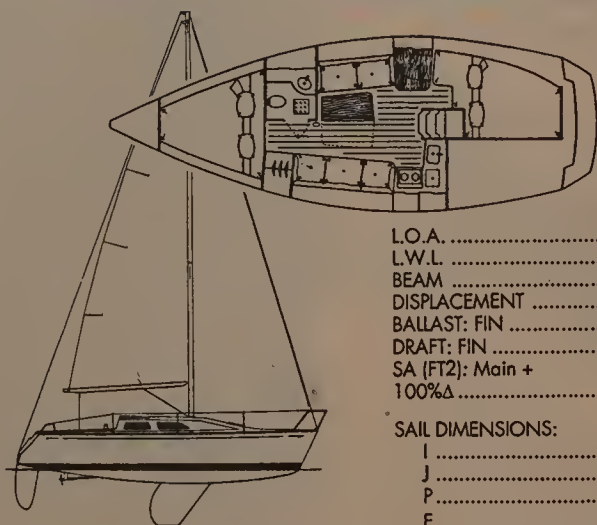
FARALLONE YACHT SALES

SAIL

'85	NACRA 5.8	4,500
'65	CAL 20	3,900
'79	IOR BOAT 39	47,500
'75	COLUMBIA 22 W TRLR	5,500
'71	BRISTOL 24	20,000
(4)	CATALINA 25s	11,400
'81	McGLASSEN 25	17,500
'80	ERICSON 25	11,400
'76	O'DAY 25	11,400
'82	US 25	9,000
'81	525 SANTANA	6,500
(5)	CATALINA 27s	FROM 13,200
'79	ERICSON 27	16,900
'74	MORGAN 28	18,000
'83	CAPRI 30	20,000
(3)	CATALINA 30s	FROM 27,500
'87	CATALINA 34	59,500
'79	PETERSON 34	34,000
'81	NIAGARA 35	75,900
'75	FISHER 37	125,000
(3)	CATALINA 38s	58,000
'79	HANS CHRISTIAN 43	139,000

Eagle Yacht Sales Coyote Point Marina, San Mateo (415) 342-2838
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THE ALL NEW OLSON 911SE (30-FT) BY ERICSON



L.O.A. 29'11"
L.W.L. 25'0"
BEAM 10'4"
DISPLACEMENT 8,000 LBS
BALLAST: FIN 3,200 LBS
DRAFT: FIN 5'5"
SA (FT2): Main +
100%Δ 463 sq ft
SAIL DIMENSIONS:
I 41'6"
J 12'2"
P 35'6"
E 11'10"

AT AN
UNBELIEVABLE
LOW PRICE

- 10 YEAR HULL WARRANTY,
• 5 YEAR OSMOTIC
BLISTER PROTECTION POLICY
- 100% FINANCING AVAILABLE
(OCA)

CHOOSE YOUR SAILING STYLE!

RACER

BOAT & STANDARD
EQUIPMENT
FREIGHT
BOTTOM PAINT
COMMISSIONING
KNOTMETER
DEPTHSOUNDER
VHF RADIO
MAST ANTENNA
SAFETY PACKAGE
ANCHOR PACKAGE
WINDEX 15
MARTEC PROP

TILLER EXTENSION
SPINNAKER GEAR
TUFF LUFF (HEADFOIL)
RUNNING BACKSTAYS
HYDRAULIC
BACKSTAY ADJUSTER
COMPASS
RACING SAILS
MAIN (2 REEFS)
97% #3 (FIRM DACRON)
150% #1 (KEVLAR/MYLAR)
3/4 OZ SPINNAKER
CUSTOMER ORIENTATION

4 BOATS AT
\$51,808

CRUISER

BOAT & STANDARD EQUIPMENT
FREIGHT
BOTTOM PAINT
COMMISSIONING
MAIN SAIL (2 REEFS)
HEADSAIL
SAILCOVER
DEPTHSOUNDER
COMPASS
VHF RADIO
MASTHEAD ANTENNA
SAFETY PACKAGE
ANCHOR PACKAGE
CUSTOMER ORIENTATION

3 BOATS AT
\$39,995

- ERICSON
- OLSON
- JEANNEAU

NOR CAL
YACHTS

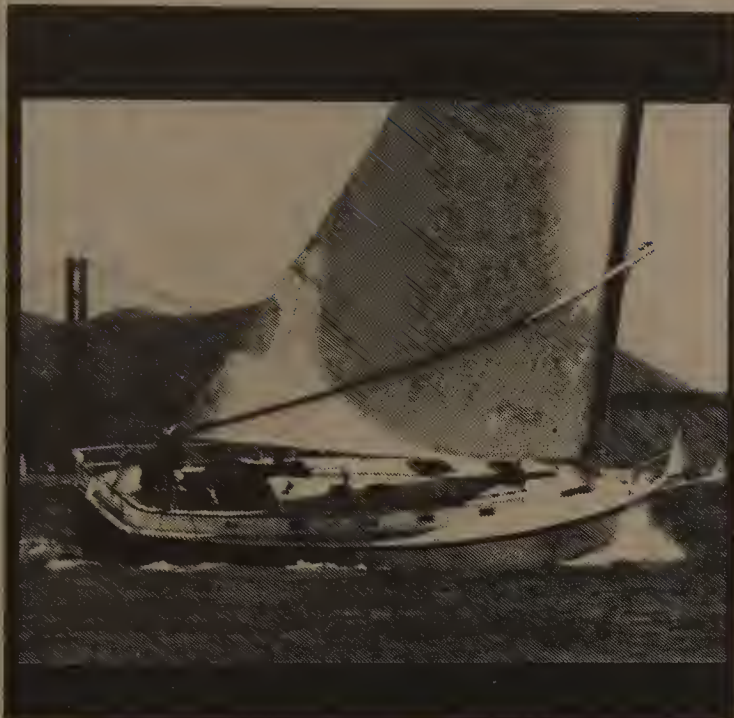
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NONSUCH



by Hinterhoeller Yachts, Ltd.



EASE OF HANDLING, ANYONE?

... the only one-sailed wishbone-rigged bay-racing off-shore-cruising custom-quality single-hander built today . . . NONSUCH.

... you see, NONSUCHES cruise the world's oceans, glide up and down its coasts, enter and win more than their share of PHRF races, and just go out for a day's sail more often than any other racer-cruiser.

... Why? Because they are easy to sail!

... Why? Because they have only one sail with all of its control lines (halyard, reefing, outhaul) led aft to the cockpit. When crews on other boats are having to scramble up to the foredeck to change jibs or to reef, or to struggle with a whisker pole, the single-handed sailor on his NONSUCH only has to winch-in a couple of control lines near to the helm, sit back and continue sailing . . .

QUESTIONS ANYONE?

But, what can they do? Where can they go? Where are they built? Who builds them? Who designs the Nonsuch? Why can a one-sailed NONSUCH perform as well or better than sloops, ketches, yawls, cutters, and the rest?

But how do they sail? How high can they point? How do you reef a NONSUCH? When do you reef a NONSUCH? . . . and on and on.

As there is never enough space in a written advertisement for anything but the short answers: "Yes", "No", and "Because it is", we have arranged for you to meet with the NONSUCH's designer, MARK ELLIS, the builder, GEORGE HINTERHOELLER, and the president of Hinterhoeller Yachts, PERRY CONNOLLY.

Where? When? And how? . . . read on . . .



MAY 13, 1989 • NONSUCH DESIGNER AND BUILDER SEMINAR • ALAMEDA, CA

GEORGE HINTERHOELLER, MARK ELLIS and PERRY CONNOLLY will be in Alameda during the afternoon and evening of Saturday, May 13, 3:00 p.m.-7:00 p.m. Their seminar 'NONSUCH HOW & WHY' is in conjunction with our San Francisco Bay Nonsuch Association Rendezvous and Regatta, expecting 15-20 Nonsuches to participate, some of which will be open, on display. Due to the limited size of the seminar room, we must limit participation, so, please call or write to reserve space. Your free tickets will be mailed to you with more complete details.

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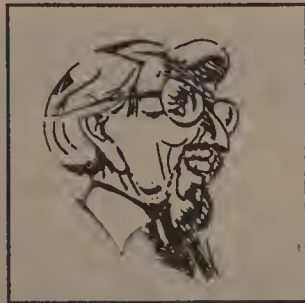
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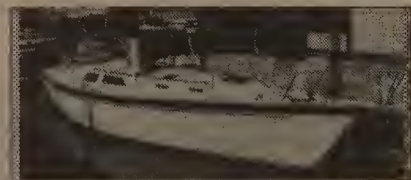
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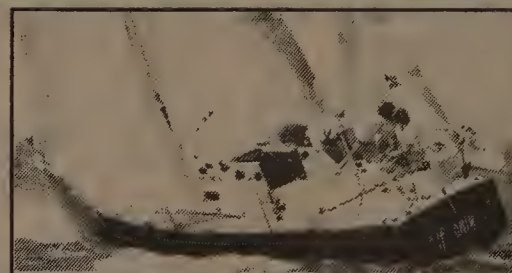
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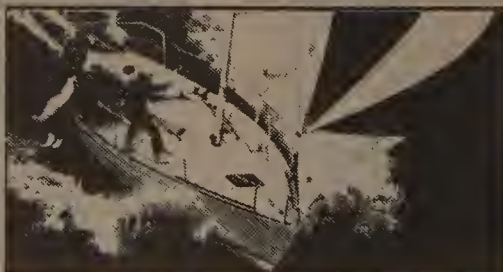
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LETTERS

⇅WRONG CENTURY, WRONG INFORMATION

I don't believe for a minute that the author of April issue's *Bounty Mutiny Bicentennial* was "an 18th century observer" as claimed.

The only person who would label Bligh an "incompetent" is a fool who has been educated solely by Hollywood movies and late night television — neither of which were invented until the 20th century.

Bligh was a magnificent seaman, for which there is ample evidence beyond his fabled voyage in the *Bounty's* longboat. As Captain Cook's mate during the Third Voyage of Discovery from 1776-1780, Bligh was often in charge of the *Resolution* and usually commanded one of the two small boats during the local explorations. Just to remind the boob-tube author of the *Bounty* article, that perilous work was done from New Zealand to Alaska, from Asia to what's now the west coast of the United States, without benefit of charts, radar, loran, SatNav or anything else that today's sissy sailors use.

If it's genuine incompetence the author wants, he only need look to the operation of the *Exxon Valdez*, which ran aground on Bligh Reef in Alaska last month. Bligh wouldn't have won any popularity contests if he'd been commanding that tanker, but you can be damn sure he wouldn't have allowed half a million or so barrels of oil to leak from her either.

A 20th Century Reader
Santa Clara

⇅DON'T LET SAIL WEEK DIE

Since I'm only one of two people who have been to all six Sea of Cortez Race/Sail Weeks, Baja Haha Race/Sail Weeks or whatever anybody wants to call them, I have a relatively unique perspective on the whole thing.

The most important thing is that it not be allowed to die. I love Sail Week because it's allowed me — and hundreds of other people — to get together with a bunch of old friends that I normally wouldn't see in my own way of cruising. What it needs is an organization like *Latitude 38* to gently guide it in a way beneficial to genuine cruisers.

Some other thoughts. Whatever the Week is to be called, it should stay FREE! If we allow the Mexican government to let somebody charge for it, it sets a terrible precedent. What would be next, cruising fees? There are always enough contributors to provide charcoal and prizes.

There should be the *minimum* amount of organizing done in La Paz. A race committee should be set up to plan the first race only and another group to figure out how the BBQ pits, the prizes, the volleyball nets, the charcoal, the stinking heads (if anybody wants them), are to get to the island. Nothing else ought to be discussed in La Paz — especially by loudmouths over the airwaves!

All the rest of the organization should be done at Isla Partida by the participants. This includes the running of the last two races, all the contests, the games, the selection of the king and queen as well as all the rest of the discussions and decisions. Sail Week is a gathering of and for cruising folks who happen to be in the La Paz area. It's not for the power-hungry or greedy non-sailors, ex-cruisers or whining alcoholic boat potatoes who never leave La Paz.

I suggest the date of Sail Week be changed from Easter Week. The timing is bad because all the stores are closed half a week before Easter, which makes it very hard to get supplies. Further, when I was down in Bahia Navidad and Z-town in January, I talked to many cruisers who would have liked to attend Sail Week but felt it was still too cold to come to Baja in March. The end of April would be much better. If I had to pick a day, I would say the last

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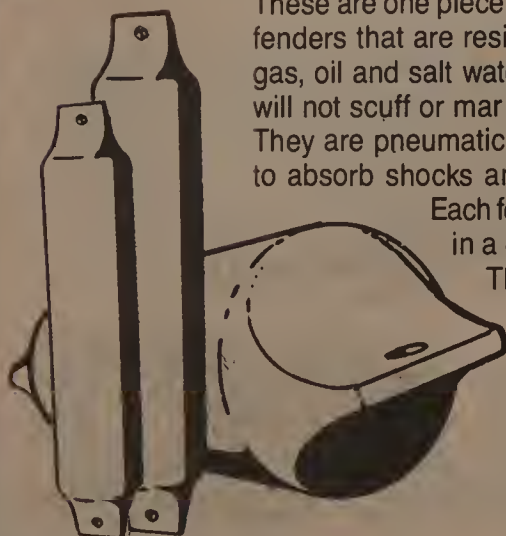
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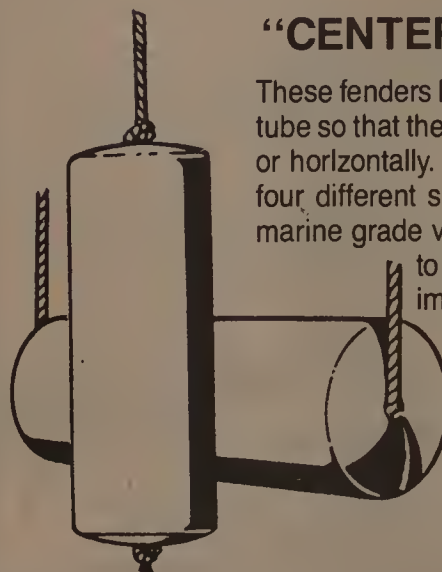


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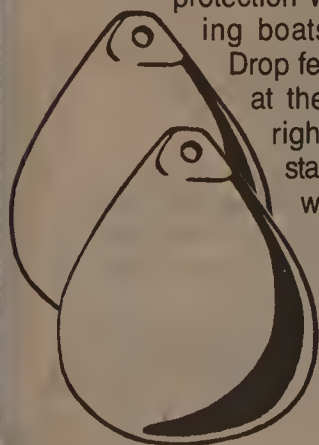


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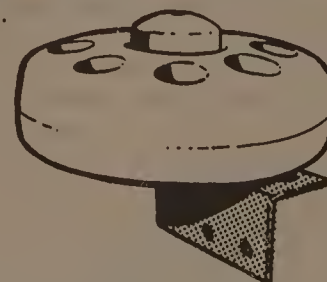
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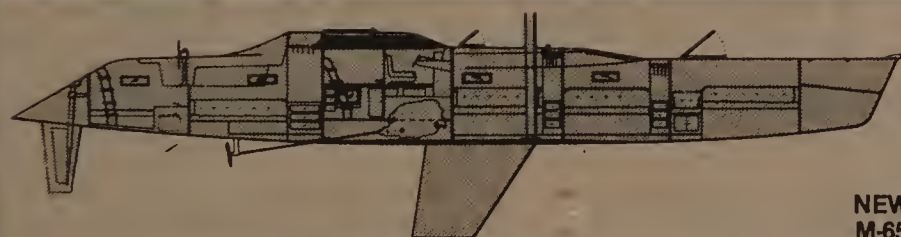
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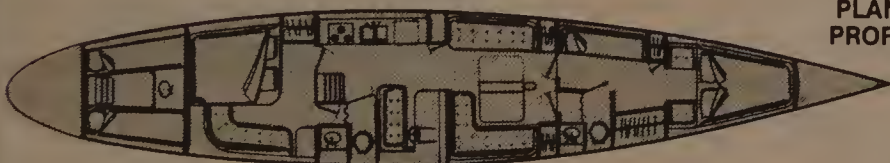
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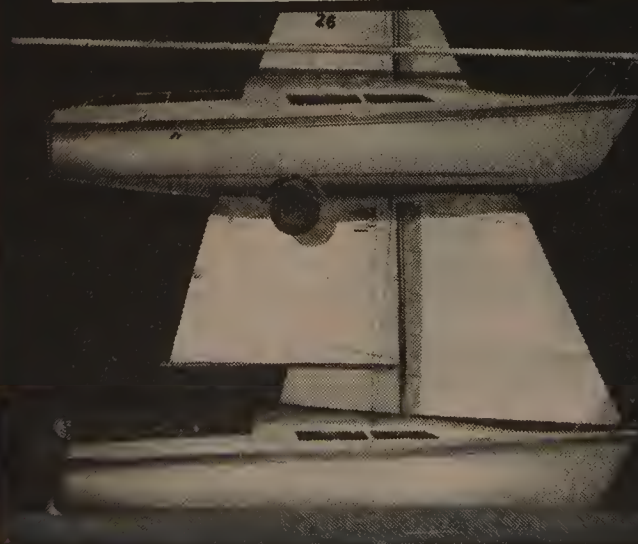
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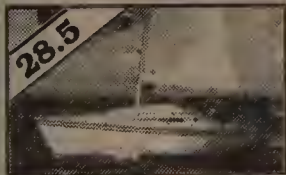
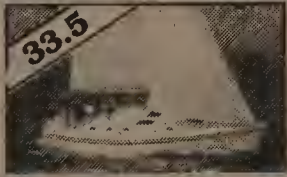


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LETTERS

Sunday in April.

In general, *Latitude's* original concept of Sail Week — that they'd show up with a smile, a BBQ, a volleyball and net, some beer and let things happen — was great. Outsiders should have never been allowed to tamper with that formula. If it's allowed to be that way, Sail Week would be as fun or dull as the participants — which is as it should be.

Ralph Naines
The Trip

Ralph — The problem with getting any organization to "gently guide" Sail Week is that different little factions quickly form to commence squabbling about every thing under the Baja sun. And even though 90 out of 100 participants will call the Week one of the best in their lives, another 2% will get on their radios and bad-mouth everyone and everything as far as their signal will carry. Thus the question for any potential organizer is simple: would you rather be abused or out having fun cruising with your kids?

↓↑LURED BY THE WANDERER

Thank you for the Bay Wanderer's article on trailering a sailboat to Mexico. It caught my imagination. Since it reinforced the October '86 article about cruising Mexico with a trailerable boat, I decided I had to go.

It was every bit as easy as the Wanderer described. Preparations were minimal. I installed the stove and cushions in my Santana 22, turning it into a cruiser, bought a week's worth of food, and headed off to La Paz.

The view along the TransPeninsular Highway was breathtaking — as was the road in a few places. Watching the changing desert population from the window of my car was all the entertainment I needed — which was a good thing, because my stereo was broken. Three days after leaving Palo Alto, I was in La Paz. Launching the boat from a ramp was a challenge, but many people helped and we got the boat floating.

I was told that Race Week was cancelled, then resurrected the week before Easter. In spite of the uncertainty, it was very well run. There were more activities than time; clear blue water, and ice cold beer. The wind was light but reliable. After sailing to second place in Division A, we went back to La Paz. Taking the boat out of the water was easier because I thought about it a bit before doing it.

My drive back was even faster than the drive down; 49 hours



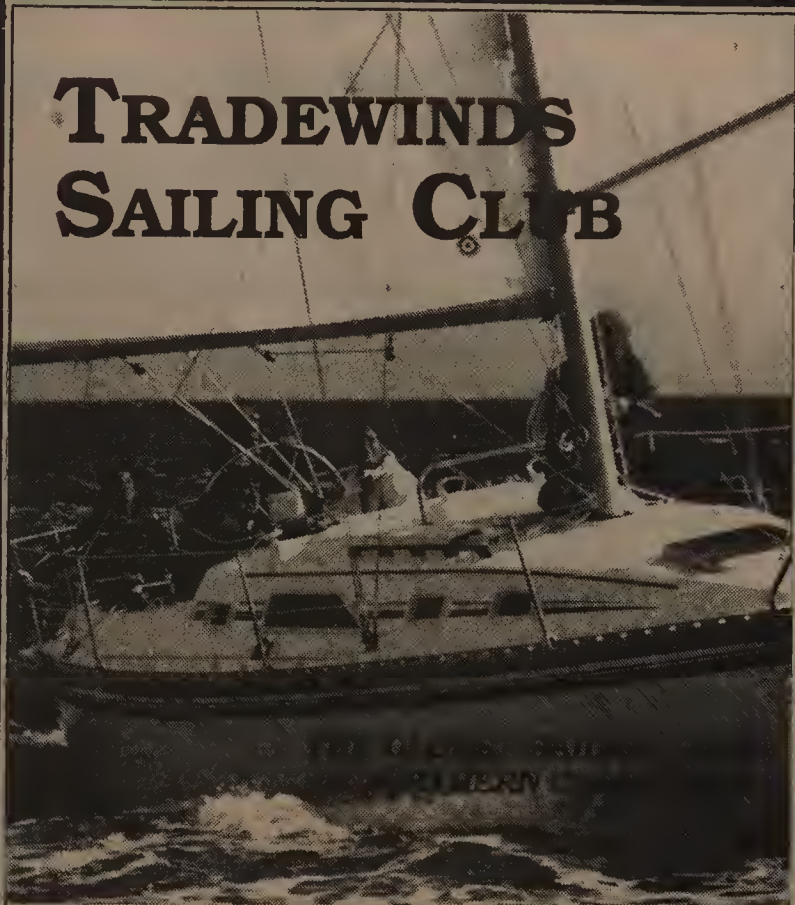
LATITUDE/RICHARD

The long and winding road down the Baja peninsula.

from La Paz to Palo Alto. I made it to my Tuesday afternoon meeting.

☛ Altogether it was one of the best sailing trips I have been on. In

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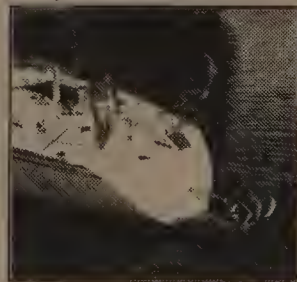
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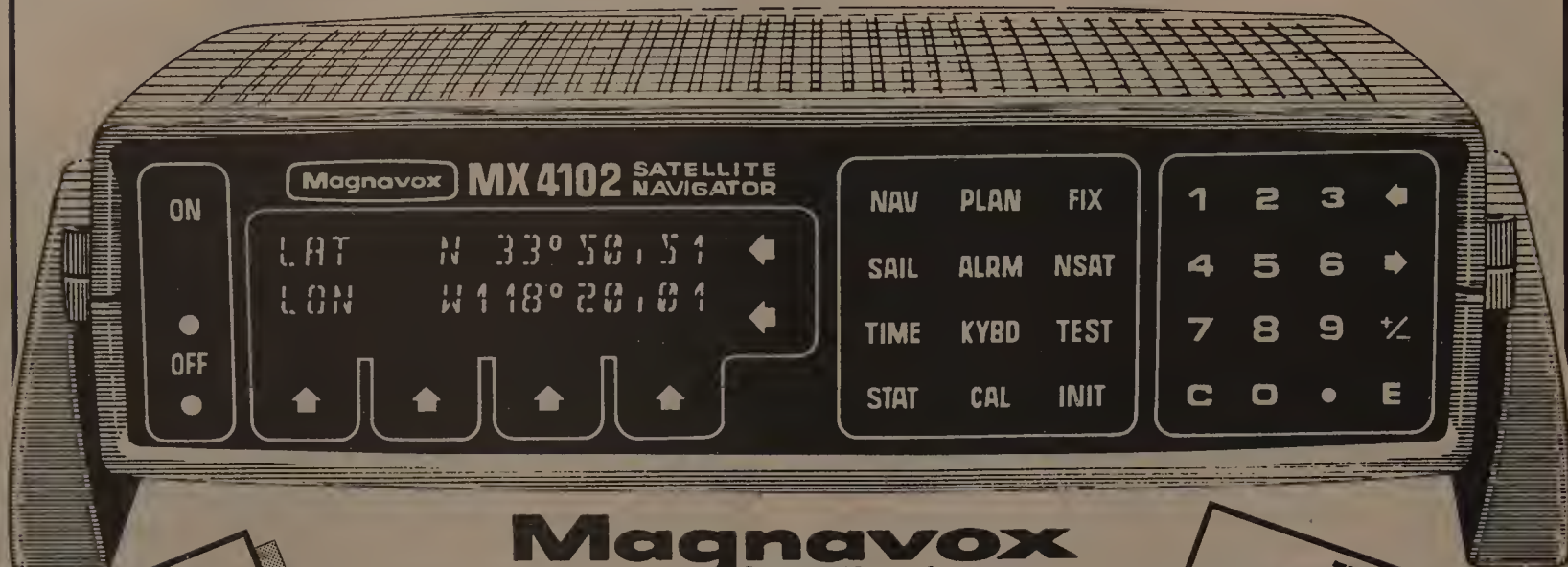
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LETTERS

fact, I have to go back, but next time in my other boat. So I've enclosed a *Classy Classified* to sell my Santana and her 'Baja-proof' trailer.

Lloyd Banta
Palo Alto

Lloyd — *The Bay Wanderer* says he remembers his 'Baja Run' as one of his best sailing trips ever, also. Halfway through writing the article, he wanted to throw down his computer, hitch up the boat, and head south of the border again.

⇅ SMALL BOAT SAILING

I'm writing in response to your response to Mark Ledy's letter on page 71 of the April issue that requested more articles on trailerboat sailing.

I have been sailing since the early 70's. I started with a Venture 22 on Monterey Bay, San Francisco Bay, the Delta and the San Juan - Gulf Islands.

Then in 1980, I decided to get a full-keel 'real' cruising boat. I sailed to Mexico and the Channel Islands a few times, but because it took so long to get to the cruising grounds, 95% of my sailing time was limited to San Francisco Bay.

In January of 1987, I bought a used Venture 23 and joined Venture MacGregor Fleet 4. Since then I have trailered almost 10,000 miles to club sponsored cruises, some of which included my July '87 trip to the San Juan - Gulf Islands, my March '88 trip to Sea of Cortez Race Week, and my August '88 trip to the Channel Islands. Upcoming plans call for a July '89 trip to Desolation Sound and a fall '90 trip to the Chesapeake Bay.

How many cruisers have been that many places (especially north) in the last two years? In fact, I'm having so much fun with the Venture that I'm thinking of selling the "real" boat.

So Mark, there is a club out there for you.

Dennis McDowell
Venture MacGregor Fleet #4
(408) 997-2811

Dennis — Thanks for that information. How about a story on your upcoming Desolation Sound cruise?

We notice that your preparation for distant cruises consisted of what we recommended for Mark; sailing the waters of San Francisco and Monterey bays and the Delta. As an experienced sailor on Venture trailerable sailboats, what's your opinion on the suitability of a Venture 17 for the abovementioned waters?

⇅ CAUGHT WITH OUR BRAINS ON STAND-BY

For shame! The March *We Hope You're Below Average* article on page 90-91 of *Sightings* was a mindless, verbatim copy of the Oceanic Society's Man and the Sea Lecture announcement.

"Studies show . . .," it said. It behooves you, as journalists, to ask, as I repeatedly did in vain, "What studies?"

Dr. Kolb's bland assertion regarding sanitary discharges does not merit comment. He did have the decency to laugh when he made the statement, and to attribute unknown quantities of coliform bacteria in Bay waters to seabirds such as gulls and ducks. When queried about current bacterial test practices by the Regional Water Quality Control Board, he stated that the same old methods, already discredited by the late Dr. Bob Olsen, are still the only criteria in use.

Jeffery Blanchfield of the BCDC made much of the huge numbers of recreational vessels (153,000) registered in the Bay Area, plus "19,000 in Bay Area marinas". However, there are now 23 pump-out stations available to all these boats between Sacramento and the Golden Gate. "If everyone would use them,"



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Raccoons, the *White Bitch*, Mrs. Lucy Bancroft, and a 10 Ton Camel

It was one of those Sunday conversations at the boat yard, with peace and quiet and the heat wave finally broken. It began with coon hunting, because of Stoney. He is that more or less black lab who greets most all visitors to the boat yard with a cheerful little nose punch to the crotch. Some of the regulars start bending down and walking funny before they even reach the front gate.

What had happened was that one morning the week before, at his other home, Stoney had encountered a raccoon. For the first time. The raccoon was eating goldfish like popcorn from the little pond Stoney regards as his private water bowl. Stoney's absolutely immediate reaction had been to let out this truly stunning sound, that no one, including Stoney, had ever heard before.

Now Stoney is not one to hold his voice in any moment of excitement — but this was another thing altogether, deep and *truly* loud, full of echoes of old dense Kentucky forests, black summer nights, of drinking funny stuff out of bottles with wide tops.

Then, maybe because of Stoney's color; the conversation turned the opposite direction to the *White Bitch*, a grand and famous schooner yacht built in England all through World War II. She was owned by those beautiful Niarchos people, then by those beautiful Goulandros people. She spent her early years mostly moored in Pasalimani harbor in Greece. Parties, parties, beautiful parties. At some point, one of the beautifuls changed the boat's name to *Eros II* — not, in our mind, an improvement, but what do we know about beauty?

The next topic was *Fair Sarae*, because she was moored right there in front of us — and because *Fair Sarae* is the old *White Bitch*, renamed once again. Here she is at Stone Boat Yard, over 40 years from new, in another life as one of the grandest and most well-loved boats on the Bay. But she's still black and still impressive: 103 feet long on deck, a three inch thick teak hull, and solid, one tree spruce masts.

Her owner for about the last ten years has been Lucy Bancroft, who did not buy this boat to gold plate her and use her for show, but sailed her across oceans, around continents. *Fair Sarae* remains today a real boat *in use*, hale and hearty, ready to go, no museum piece. Right now, she's our guest at Stone Boat Yard for a bit of fixing up, nothing major except that she's got to come out of the water; always a thrilling sight — and a tricky operation. So all 103 feet will be up and out, high and handsome, a gorgeous thing to see.

Finally, the subject turned to camels, since we were there that Sunday to handle one. It's not going to be nearly that good a story; it wasn't a real camel. Once again, the arcane nautical vocabulary strikes: "camel" is the name for a giant floating wooden dock whose main purpose is to absorb the *big* shocks, such as the occasional tap from one of those great almighty tugs that make pit stops at Stone.

Very occasional, we should add. To watch a tug captain bring one of those huge things down that little Alameda estuary, and then make a perfect right turn into the ways at Stone Boat Yard almost to the exact *inch*, with no second tries, is truly one of the great things to see in this business.

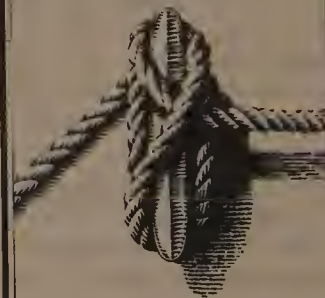
So — even though we have no committees whatsoever here at Stone Boat Yard — we built a camel. We built it using a huge number of old pilings that had accumulated around the yard over the years — and which the dump was going to charge us \$25 *each* to accept. Sometimes things work out. Our camel is about one hundred feet long, weighs about 10 tons, and only took a couple of hours to get in the water.

We do realize that what we've got here is an ad that sounds more like somebody's letter home. But we believe it should point out that Stone Boat Yard is an enjoyable and interesting place. Bring your boat and come on down if you need a little work done. Big ones, little ones, we enjoy them all — and the boats, too, as a friend said.

But don't come just for Stoney's greeting. Sometimes he doesn't deliver. We're hoping it's a trend.



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LETTERS

he said, "the Bay would be much cleaner, but we cannot override Federal discharge regulations".

I'd like to make two points:

1. It seems probable that the vast majority of the 19,000 boats in Bay Area marinas are, in fact, part of the 153,000 registered boats.

2. It can be readily proven that several of Blanchfield's vaunted 23 pump-out stations either do not exist or are non-operational. However, let's just assume that there are indeed 23 operational pump-out stations for the 153,000 boats. That means there is one pump-out station for every 6,652 boats. If you figure it takes 20 minutes to approach, tie-up, pump and depart, each Bay Area boat would have time to pump out once every 92.4 days — assuming the pump-out stations were available 24 hours a day, that the average recreational boater would line up at 0350 on Tuesday because it was his turn.

Ludicrous? Worthy of presentation at the Man and Sea lecture series? You decide.

Even more serious, why was I the only person pointing out the statistical absurdity . . . only to be accused by Mr. Blanchfield of being "overly sensitive"?

"Studies show" . . . the average recreational boater discards a pound-and-a-half of plastic into the water per trip".

1. It has been impossible for me to obtain a copy of these "studies", either from Joan Patton, the Oceanic Society's Conservation Director, or Jill Kauffman, Director of the Center for Marine Conservation.

2. Have you, or your devoted readers, any concept of what constitutes one-and-a-half pounds of plastic? Only the attendees at the March 6 lecture know for sure, because I up-ended a 32-gallon garbage can liner filled with just 17 ounces of plastic. The contents included a random assortment of 20 styrofoam cups, 27 six-pack yokes, several styrofoam meat trays, numerous sandwich baggies, produce bags, cottage cheese and yogurt cartons, etc. Do all 153,000 boats *really* dump that much plastic into the Bay every trip? Come on!!!

The MARPOL regulations are a reality — and long overdue. It is against the law for *any* vessel to discharge *any* plastic into *any* navigable waters of the United States. The fines are substantial; I hope the law will be strictly enforced.

I also hope that *Latitude* will take the time to differentiate "studies" from propaganda blather; the latter does unreasonable and unfair harm to the image of the recreational boater.

Margot Brown
Alameda

Margot — Gawd are we embarrassed! Somehow the Oceanic Society byline got chopped off during layout, making it appear as though it were a *Latitude* 38 piece.

But no matter who wrote it, we never should have allowed such a ridiculous claim to get through unchallenged. We'll try not to let it happen again. We've since expressed our objections to the Oceanic Society, who upon rechecking the facts, have apologized and withdrawn the entire press release.

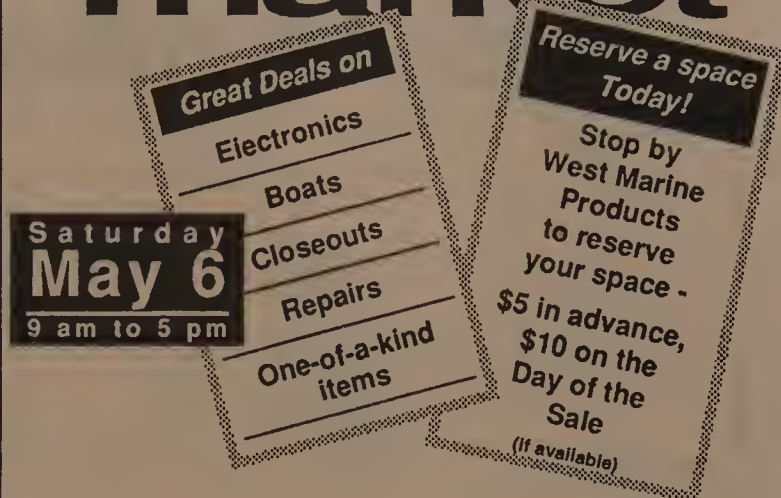
WHICH COUNTIES WAIVE THE TAX?

I hope that this is one of thousands of letters asking you to name the Bay Area counties which only assess property taxes if a boat is in its area for more than six months a year — as per your response to Bob Sukiennicki's letter in the April issue.

If you don't feel you can list the counties, tell us how one discovers which counties are "tax friendly".

Jane Olcott
Sunnyvale

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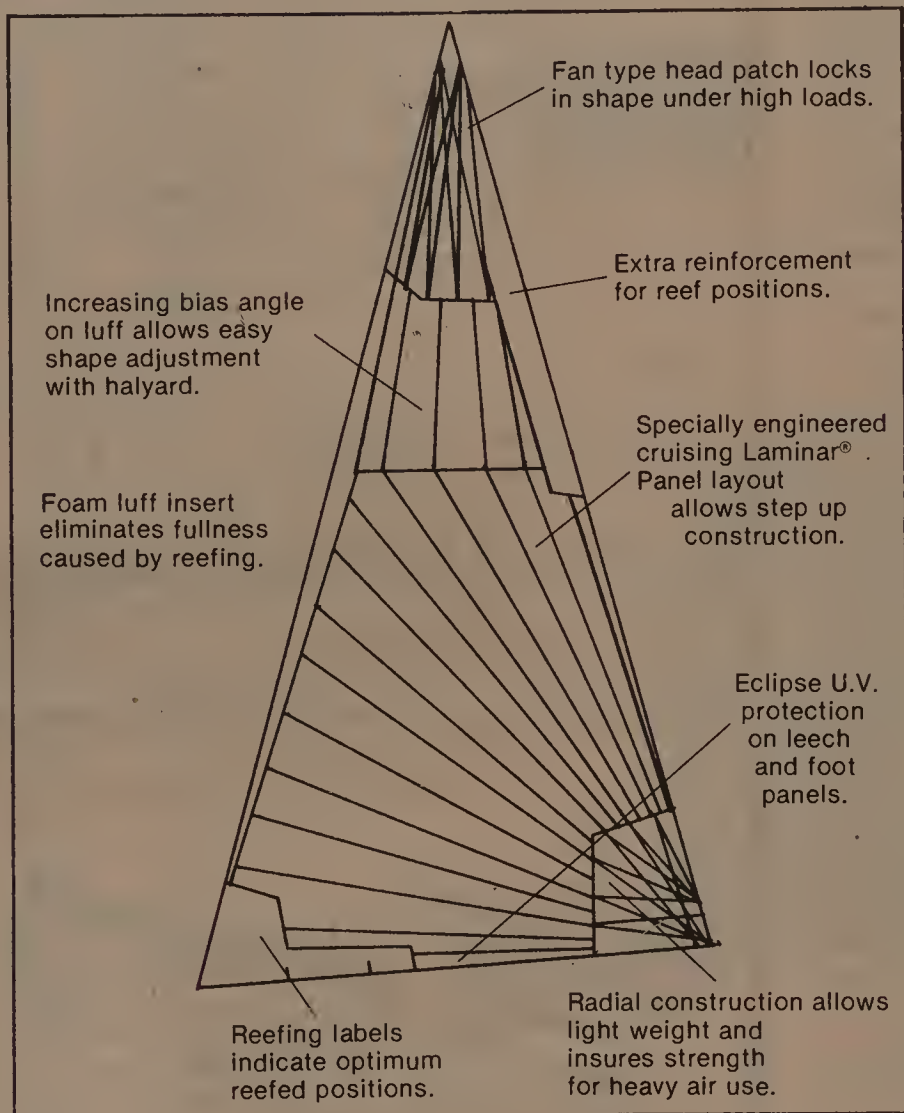


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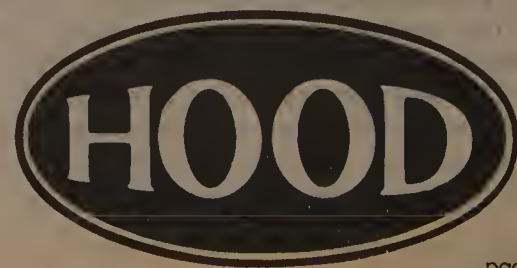
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LETTERS

Jane — The way you find out which counties are "tax friendly" is by calling up the appropriate country tax assessor and asking him/her straight out.

Mind you, nobody is going to waive the personal property tax if your boat is the next county over or down in Southern California. The boat must be out of the United States for six months or more, and you must be able to document it. If you're moving your boat solely to avoid the tax, you'll run into a lot of trouble.

⇅ SAILING WIDOW'S CONSOLATION

Thank you for the April issue's article, *Sailing Widows and Widowers*. I thoroughly enjoyed it.

After a long and arduous search to find the ideal First Mate to bring aboard my little sloop *Zephyr*, I am pleased to welcome my new husband, Brian, who may soon put me to the ultimate "sailing widow" test: six months at sea as a navigator for the United States Navy. While only the jaded would welcome a 180-day separation from a much-loved spouse, it's a mere drop in the bucket after waiting my entire adult life for the right man.

My consolation? Spring's here, summer is on its way. I'll still be aboard my original love, *Zephyr*, with Noopie the feline Second Mate (who's been bumped from first with Brian's arrival). We'll keep the 12v lights burning until my sailor returns and we head north for Puget Sound and the San Juans. In the meantime, there'll always be a dockmate handy for a sail around the Bay to remind us what life is really for.

After many lessons learned, I can offer some advice to avoid the heartbreak of a water-soluble romance: if you're a sailor, marry a sailor.

Judi Brown-Smith
Berkeley

⇅ KNOTS AND STATUTES

On page 89 of the April issue there was some controversy about *Flying Cloud's* average 24 hour run. It should be noted that distances at sea are measured in *nautical miles*, *never* statute miles.

Flying Cloud's New York to San Francisco clipper ship record run covered 17,597 nautical miles. If you divide that by 89.875 days, you get a 195.7942 nautical mile average.

For the landlubber, this translates to 222 statute miles a day. To convert statute miles to nautical miles, you multiply by a factor of 0.8819558. Two hundred-and-twenty-two times 0.881558 equals 195.7942 nautical miles, so it checks. The average speed for the whole trip would then be 8.158 knots.

Retired Skipper Lake
San Francisco

Skipper — We realize that distances at sea are always supposed to be measured in nautical miles — for the simple reason that 1° of latitude equals 60 miles.

But, *Flying Cloud's* original log specifically notes that the total distance covered and the 222 miles average are statute miles, not nautical miles.

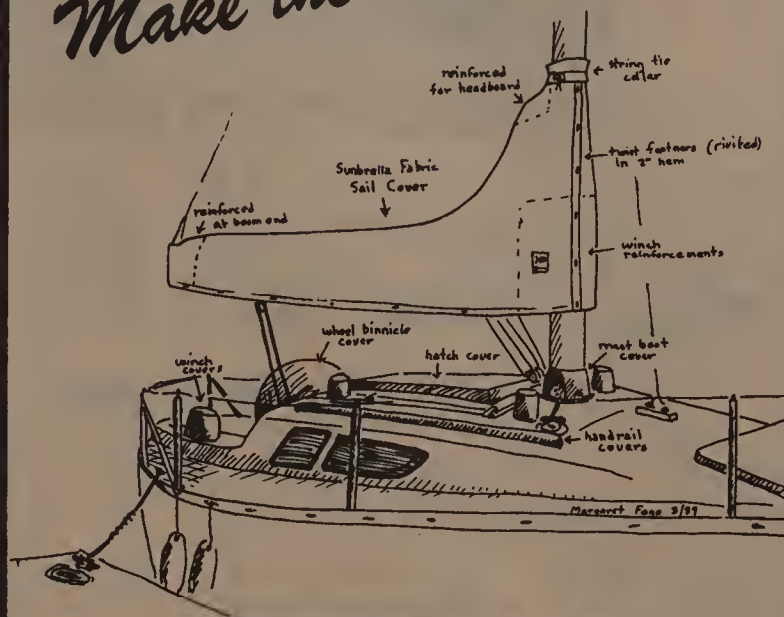
Is there any chance that statute miles had a different meaning in the 1860s?

⇅ THE SOURCE OF CHARTER CONFUSION

The "confusion" about what constitutes passengers for hire and what does not is primarily caused by two things:

1. Vessel operators trying to sneak around the laws regulating carriage of passengers for hire and plaintiff's attorneys who are trying to prove that an injured party is a passenger for hire so that the standard of care will be stiffer. Alternately, plaintiff's attorneys try to prove the injured party was a hired seaman, who is also

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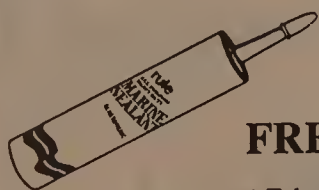
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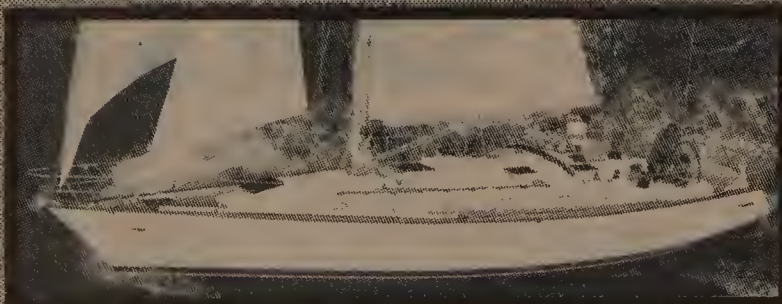
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LETTERS

entitled to better treatment in court. (What's really funny is when attorney's try to claim both).

In actual practice, you, I, the person who does it, the Coast Guard, an administrative law judge and a jury know the difference between someone bringing a six-pak to a race and someone charging for sailboat rides. As in most cases, the law is not absolutely clear in its exact wording (maybe you haven't done your taxes yet this year, but . . .). That is why lawyers and courts exist. To put it another way, "if it looks like a duck and quacks like a duck . . ."

To say there is no clear legal difference between the various cases is a lot like the NRA's contention that there is no legal difference between an AK47 and a Winchester semi-auto .22. It seems like an attempt to excuse the clear issues because there is a silly example.

There are really three issues involved:

If you rent your boat to someone for a bareboat charter, it should be the equivalent to selling it in terms of transfer of responsibility for operating and navigating the boat. It is not a bareboat if you "rent" it to someone but still retain control. This is because many people have "chartered" a boat to a group but have also provided a crew as a means of sneaking around the requirements for carrying passengers for hire. Just ask yourself if you are trying something like this or really transferring the boat. This is all that an Admiralty lawyer will tell you, though he may go into detail about examples of what previously has been held to be one or the other.

Carrying passengers for hire is similar. Are your guests genuinely aboard for the pleasure of their company or are you trying to charge them? I don't think most juries would believe that you wouldn't carry someone if they didn't bring cookies, but charging for a classroom sailing course then coincidentally taking your new 'friends' for a sail is pretty clearly a scam.

If you are going to make a business out of your boat, there are responsibilities attached. Get a license, get the boat inspected and done right if required, or else accept the risks of a real bareboat charter. You will know the difference. So will everybody else. A lot of people go through a major aggro to do it right and will be justifiably annoyed if you don't. To get the sense of it, just think how you would feel if you were hit by an uninsured driver.

Another chartering issue that has been raised repeatedly regards foreign-built hulls. Given that you know the difference between bareboat charters and carrying passengers for hire, you cannot do that latter in a foreign-built hull of over five net tons, except for "voyages to nowhere". There is no question that this law is protectionism. Welcome to the real world. They don't allow foreign "built" lawyers, real estate agents or doctors to practice in the United States either.

If you want to use a Taiwan boat for commercial purposes, make sure it is under five tons (that's admeasure tons, not weight). That's the law. I myself designed a club racer for a Taiwanese group that was built with this limit in mind. The builders were willing to accept the limits that this implied and work within the rules to broaden the market. Is this unfair? I don't know, but I do know that if the rules are stated, following them is generally considered acceptable in our society. Clearly the makers of the law had something in mind when they said "five tons".

I feel that just ignoring the rules and saying that sailing should be cool, and that just following the law is a bummer that cool dudes don't need is childish if nothing else.

Chris Barry
San Francisco

Chris — For a Northern Californian, you have demonstrated a

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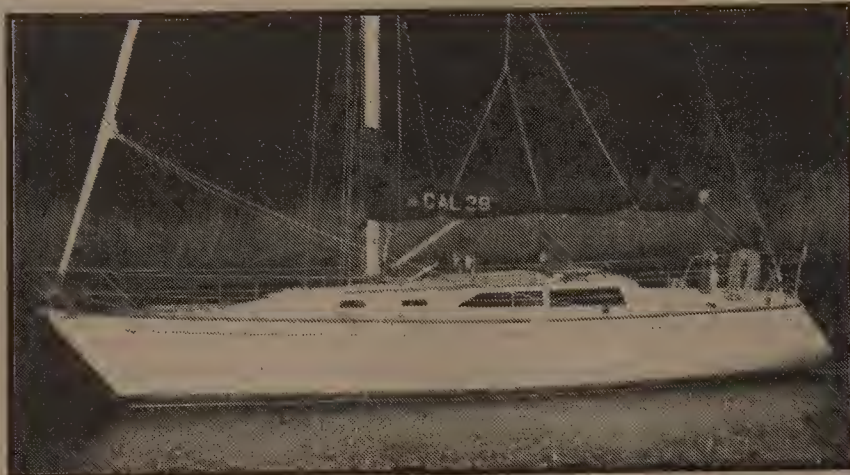
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LETTERS

startling amount of blind faith in 'authority'. Many folks around here would believe that what "the makers of the 'five ton' law had in mind" didn't go far beyond how much money the five-ton lobby planned on contributing to their re-election campaign. Unfortunately, today's newspaper are packed with evidence to support such cynicism.

And what's this business about following rules because it's socially acceptable? Are we sheep or were we all issued brains so that we might think for ourselves?

The truth is that for many years now the ancient laws regarding the charter of pleasure yachts have been horribly outdated. The laws regarding automobiles have been rewritten to meet changing circumstances in the last half century; is there any reason boaters must be suffer under legislation from the Dark Ages?

Is the purpose of the charter laws to protect an industry or to protect consumers? It doesn't matter because it does neither one well.

What's left of the U.S. charter yacht-building industry isn't big enough to protect. As for safety, current laws leave humongous holes. For example, it's perfectly legal to charter a rotting, leaking, poorly-maintained 100 year old U.S.-built wooden boat while it's illegal to charter a brand new Swan 65. It's also legal for a never-even-seen-the-ocean Iowan to charter a huge high-powered motor yacht on San Francisco Bay while it's illegal for him to charter it with her experienced five person crew. Is this a naval architect's idea of responsible legislation?

Since this is the real world (where you may have noticed that Americans are allowed to rent and drive foreign-made cars) in which people get hurt and injured, shouldn't charter laws be rewritten from scratch to reflect a commitment to safety rather than self-interest?

And shouldn't they be written clearly? Contrary to your claim, current law really is confusing. Sure, obvious violations of boat-for-hire are easy to spot: charging \$125 per person, for example, to take people out sailing for an afternoon. But what about trading a weekend's sail for the use of somebody's cabin? What about letting an employee use your boat for a birthday party? Do these represent sufficient compensation to constitute a charter? Not a Coastie in 100 will risk a legal opinion on that one.

Let's leave history to the past, shall we, by bringing people-protecting recreational boat charter regulations up to date.

↑↓RULE 26 AND MAUNA LANI FLASH

I would like to clarify some of the apparent confusion regarding Rule 26 and the comments in your April Cabo San Lucas race article regarding *Mauna Lani Flash*.

The 1988 Kenwood Cup and the 1988 St. Francis Big Boat Series did allow advertising on yachts. But, it was limited to the hulls, as specified by Rule 26. No advertising was allowed on the sails, as was implied by your article. The \$500 Big Boat Series advertising fee applied to hull graphics only.

Since our sails did not have the logo of our sponsor, and since we were allowed to participate in both the Kenwood Cup and Big Boat Series under the "no advertising on sails" provision, we were surprised to be protested by the Newport Harbor YC on that point. As for the logo on the hull, we had it covered to conform with Rule 26.

Since the protest against us was not filed properly by the race committee, the protest was never heard. This was not fortunate, as your article implied, as a discovery of the facts would have revealed that we did not have our sponsor's logo on our spinnaker — as alleged by the race committee.

As there were three other yachts that flew logos on either battle flags or spinnakers, I felt that being singled out by the race

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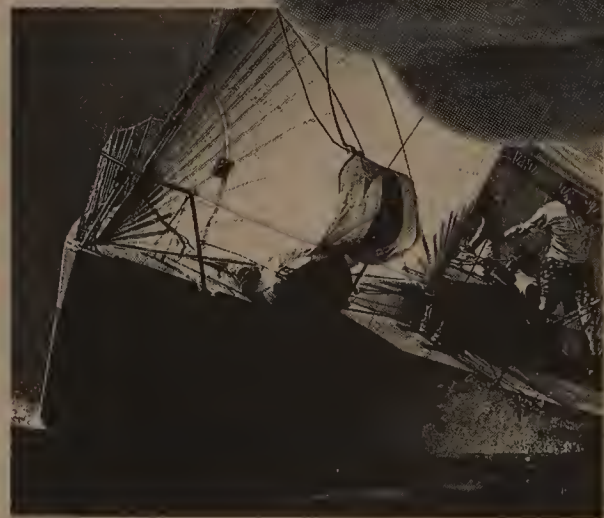
Tape Drive Silver makes Tape Drive technology available to the club racer at a price substantially lower than Tape Drive 2. That's because of the development of an inserted Dacron tape in place of the standard Kevlar. This makes Tape Drive Silver a realistically priced alternative to ordinary Mylar sails, and typically 20%-30% less than the price of Tape Drive 2 sails. Yet still with a cabin full of similar benefits.

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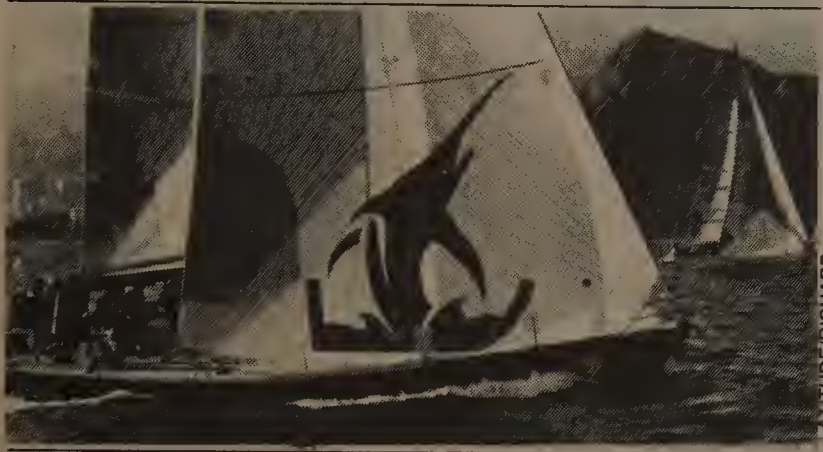
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LETTERS

committee was unfair. There is no rule against being sponsored, and I would like to recommend that everyone concerned read Rule 26. If race committees have expectations beyond the wording of



Mauna Lani Flash: singled out unfairly?

Rule 26, these expectations need to be communicated explicitly and should apply to *all* racers.

With Aloha,

Arthur T. Kamisugi DDS
Honolulu, Hawaii

↓↑MIX TO TASTE

RE "Bottom Paint And Tabasco Sauce?" that appeared on page 47 of the March issue.

Incredible. How about being more specific and expand on this story a little? What does it do for boat bottoms? What might it do for Bloody Marys?

How about the mixing formula(e)?

Fred Comlossy
Sanibel Island, Florida

Fred — Good journalists that we are, we trotted on down to Louisiana to see what we could learn. Using some advanced investigative techniques, we pried the exact formula out of the shrimpers. But then a consortium of bottom paint manufacturers caught up with us while we were recuperating in New Orleans. They showed us such a good time we can't remember anything about the formula — except that you have to add a little Jamaican Pick A Peppa sauce to the mixture. Sorry, we'll try to do better next time.

↓↑TRUTH IN ADVERTISING

RE: The new BMW commerical on television that was filmed at the St. Francis YC.

It doesn't pass with boaters because they are not interested in the cars. They are more interested in the boats.

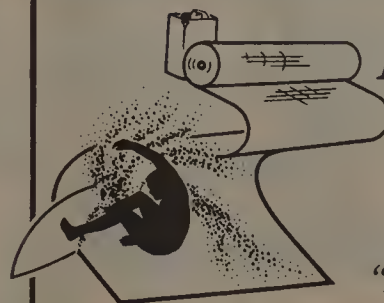
A Boater's Daughter
Nicole Rogers, Aged 10

Nicole — You can't serve two gods, and long ago the Madison Avenue advertising wizards made a pact to worship Results rather than Truth.

As for sailors, don't underestimate them. Some are highly evolved people who are interested in not only boats, but also luxury cars, huge homes, lovely women, fine wines, fashionable clothes, nouvelle cuisine and stuff like that. It's fine with us, just so long as they get that money circulating.

↓↑RARE DISPLAY OF THE AURORA BOREALIS

Thanks for the really nice write-up on last month's Cabo race,



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LETTERS

and thanks also for calling me a "nice guy". That means a lot more to me than whatever they might say in *Fortune* magazine.

Your description of the race as "almost perfect" was quite true, but left out one truly incredible phenomenon. During a good deal of Sunday night, the second night out, we were treated to an unbelievable display of the aurora borealis . . . which is rarely scene at the latitude of Cedros Island.

It may be that those of us who were up in front on the sleds in 20 knots of wind had the leisure to be watching the sky behind us, as opposed to the guys on IOR boats who were apparently in something more like 30 knots and doubtless had their attention fixed on the next wave ahead — not to mention the tip of the spinnaker pole and the tip of the boom.

Anyway, thanks for the nice write-up, and may we always have such great races to Mexico.

Roy E. Disney
Toluca Lake, CA

⇓FEELING THAT OLD PULL

We've been out of the sailing scene for a couple of years now while we've been working and learning to windsurf. We're feeling the old pull towards the sailing and cruising community though. We decided our first step should be subscribing to *Latitude* again.

We're now at the drawing stage of our next boat. After enjoying several years of cruising/sailing our Gary Mull-designed aluminum sailboat *Ragdoll*, we're pretty sold on that material.

Linda Biggins
Healdsburg, CA

Linda — We don't figure it makes much difference what the hull is made of; cruising is always more rewarding than working.

⇓DREAM MERCHANTS WIDOW

There are golf widows, football windows and wives who just sit vigil over avalanches of newsprint at breakfast tables all across America. For them, hope is an occasional grunt or the rustle of the sport's page.

My situation is not nearly as grim. My husband is just "down at the boat". Pier two-and-a-half in Sausalito is the address they never ask for on bank loan applications or dental insurance forms. When asked, my husband gives the address of the house he shares with me, two kids, two cats and an endangered goldfish named Deep Diver. But when the phone rings, the truth comes out . . . "I'm sorry, Bob isn't here, he's down on the boat."

He spends most of his time stroking a sloop named *Curlew* with 220-grit sandpaper. When he's not sanding, he's sailing. Racing usually, YRA style. It's a love affair of sorts. I'm included in the *menage a trois* . . . "If you want to come down and sand." Sound inviting?!

Curlew, a wood sloop designed by Alden especially for San Francisco Bay, where heavy winds and currents rival challenging sailing conditions anywhere in the world, was built in 1922. Yes, *Curlew* is a classic, but since she was designed for racing, she's devoid of all luxury. To fit comfortably in her cabin, one should be under 5 feet tall or have a very short neck. Since I meet neither requirement, I've learned to squat, lurch and stumble. My poor mother spent years telling me to "Stand up straight!" Her reward, it would seem, is a seasick hunchback.

Actually I enjoy sailing. Nothing beats a lazy cruise along the Cityfront or a spin around Angel Island.

Racing, on the other hand, is not for me. Bob says I lack the competitive edge. One thing I do have is plenty of cowardice. When other boats race toward our hull and red-faced crews scream "starboard", "sea room" and more colorful phrases, my palms drip.

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LETTERS

I don't think my float coat would ward off crushing injuries and my bike helmet is always back home in the closet. For me, pain and dismemberment have little appeal.

Real racers don't have panic attacks. I suppose liquid courage helps, and there's plenty of that. I know there's a lot more than sandwiches in those huge ice chests you see well-muscled men pall-bearing down the docks. Beer is the Ovaltine of the sailing set. But have you ever had a beer on a boat with no head? It's the kind of thing that makes one question long held ecological values. What it really boils down to is this: should you 'save the Bay' or spare yourself hours of bladder spasms and knees crossed at the hip? Frankly, I don't drink much beer.

But my husband Bob loves sailing, any style, any season. I wouldn't call it a pastime because it's really a passion. Fortunately, he only spends the daylight hours on the boat. The rest of the weekend belongs to me. But he returns from the harbor like a man who's just left his mistress. Usually there's sawdust on his nose, the scent of varnish on his palms and strands of steel wool on his collar.

Things went along 'normally' for Bob and I until he had his mid-life crisis. It came when the hull of a 50-ft cutter named *Grisette* flashed before him on October morning at Edgewater Yacht Sales in Sausalito. He was smitten.

He talked about *Grisette* constantly. At breakfast, during 49'er games and in bed instead of . . . well, certainly instead of sleeping. I went to work each morning bleary-eyed. Each night Bob tossed, turned and finally in the early hours of the morning he'd rise to compose lists at his desk. Our bed — of course — is a waterbed. All that sloshing from him getting up and back in bed made me seasick. I considered asking my doctor for scopolamine patches. But how would I explain my problem? Does Blue Cross cover such things?

One list Bob would make was of our assets and liabilities. Then he'd list all the reasons he should buy the boat and all the reasons he shouldn't. He approached the crisis as logically as any man in love.

I was a wreck. Coping with "the other woman" was not an easy task. Bob's friends and associates assumed I was "standing in the way of his happiness". Accusations were never made, but the messages I got were clear. Men seldom say what they really mean, but fortunately we women usually are able to figure it out.

Grisette was indeed a one-of-a-kind beauty. She'd been built in Sussex, England in 1904 and sometime after World War II was owned by the Prime Minister of England. Our friend Marty, who like Bob loves to sail, was also helplessly in love with her. So was Marty's friend — and Bob's boss — Lowden. For weeks they lived and re-lived dreams of owning *Grisette*. How and where were not issues. A partnership was suggested, but Lowden and Marty, who are older and wiser, had other obligations. Marty called Sussex, England several times to research *Grisette*'s beginnings. Her name, he learned, meant 'flower of the sidewalk'.

I like *Grisette* myself. Her cabin offered full head room and there was even a table and places where one could actually sit instead of just slump. Best of all, the bunks didn't need signs posted above them warning "the Seven Dwarfs slept here". The boat's dark wood interior of finely crafted mahogany and oak was enough to tempt even the most devoted Bird-boater. There was a lot of work to be done because her galley and head had been gutted and abandoned. But instead of dollar signs and hard work, Bob saw only the finished product. He was living his dream.

I just waited and watched as he wrote and re-wrote his lists. Even with partners, it looked like we'd have to give up birthdays, Christmases and vacations for at least ten years. And after we bought her, where would we dock her? How would we pay for

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LETTERS

upkeep and docking? Bob suggested selling our house. When I screamed he changed his suggestion to refinancing.

Marty called nearly every night. Lowden came to Bob's desk every day for a 'conference'. The brokers at Edgewater came to know all three quite well. Bob even received a Christmas card.

Finally, Lowden called another Bird boat owner and told him about *Grisette*. Bob and Marty seemed to share Lowden's view that if they couldn't own *Grisette*, she mustn't be allowed to fall into the wrong hands.

Sometime after Christmas, a man named Jim and his partners purchased *Grisette*. It was a bittersweet moment for Bob, Marty and Lowden. The boat brokers at Edgewater may think they sold *Grisette*. In truth, they collected a commission, but three sailors I know were really the merchants of a dream, a dream named *Grisette*.

Colleen Rogers
Tiburon

⇅ ANYTHING FOR A FRIEND OF THE GOVERNMENT

I have a favor to ask of you. A friend on secret government duty in Fort Leavenworth asked if I would obtain a subscription for him to "Latitude 14". I tried to get information on such a newsprint journal but was told they had never heard of it. They gave me your address.

If you know of no such publication as *Latitude 14*, please let me know and I'll be happy to subscribe and have your journal mailed directly to him.

The friend did most of his sailing out of Seattle.

Robert A. Ward
Honolulu

Robert — Checking the globe, we find that there aren't many likely possibilities for a sailing magazine at latitude 14. Dakar, Bangkok, Manila and El Salvador seem unlikely. St. Lucia is a wonderful place to sail, but we doubt it's big enough to support a publication desired in Fort Leavenworth.

Any help from our readers?

⇅ DON'T FORGET THE SANTANA 22 NATIONALS

Please don't forget to make note of the Santana 22 Nationals which will be hosted by the Corinthian YC July 1-3. It will be sailed on the Knox course between Angel Island and Yellow Bluff.

The Santana 22 San Francisco Bay Fleet (Fleet #1) is one of the most active one-design racing fleets on the Bay with typically 25 boats hitting the line. There are other active fleets in Central and Southern California.

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Eric Fieberling
Santana 22 National President

⇅ TIGHTEN UP ON THE WOODEN BOATS, WOULD YA?

I think you've used "discrimination" a bit too loosely. You deal in discrimination in areas of taste by virtue of your editing. I sincerely hope we still retain the right to discriminate in areas of sex, race, age, religion, food, and boats we prefer. We're not giving them jobs or rentals, just enjoying their uniqueness.

The point James Kennedy was making is a valid one. What sets *Latitude 38* apart from other boat rags is its *prejudice* towards sail. In my youth, 5 to 10 mph was for wimps. But after discovering the charisma of canvas, I realized that the magic included things like motion, momentum, shape, stability, sound, smell, and sometimes, lastly, speed.

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LETTERS

What one sees photos of, for the most part, are the mod machines. Spinnakers prevail, as do broaches and other mishaps due to pushing a good thing too far. Maxis are centerfold. One would think we've not learned from the America's Cup fiasco, where neither Fay nor Conner seemed concerned with the 'spirit' of the challenge. Fast is not the bottom line with most of us, nor is big. I think most sailors are incurable romantics — who else would take two weeks to get to Hawaii?

Wood boats are just that, romantic gems in which form closely follows function. It's hard to bend wood unnaturally. Wood boats might travel 10 to 20% slower than do their non-organic counterparts, but just look at them. They have unique shapes and motion, and such mass that they're little affected by chop. They take puffs with grace and they're stable. Wood boats don't have halyards belting aluminum spars or resin smells in the bilge. You can't see light through the hull of a wood boat unless you've hit something big. They don't even have blisters.

Wood boats represent our roots, and I'm surprised at the many sailors I meet who love their looks and sailing qualities, but think they are passe or unsafe due to their age, and think the only difference between wood and fiberglass is cost or upkeep. But the difference is closer to that of an acoustic compared to an electronic guitar.

All boats are a challenge to sail efficiently, and *that* is their common ground. It would seem that a publication like yours would be dedicated to the unique beauty of sail, and have an ongoing program in that vein. You might have a section dedicated to exploring the traditional and functional reasons for past and present designs. You could be the curator of sailing tradition and change in the Bay Area. You could see to it that the many classic boats in our area receive their share of photo coverage and notoriety.

Bob Vespa
San Rafael

Bob — Every time we get out in our photo boat — usually four or five weekend days a month — we keep our eyes peeled for good-looking wood boats in action to photograph and feature. They're tougher to find — except around Master Mariners time — than you'd think.

We're reviving our 'Boat of the Month feature' (that started in issue #1 with the Bird class), and would dearly love to feature noteworthy boats of any material. If anyone has the line drawings and history of such boats, be they one-design classes or custom, we'd be thrilled make an appointment for interior and action photos. Don't be shy, call John Riise now at 383-8200.

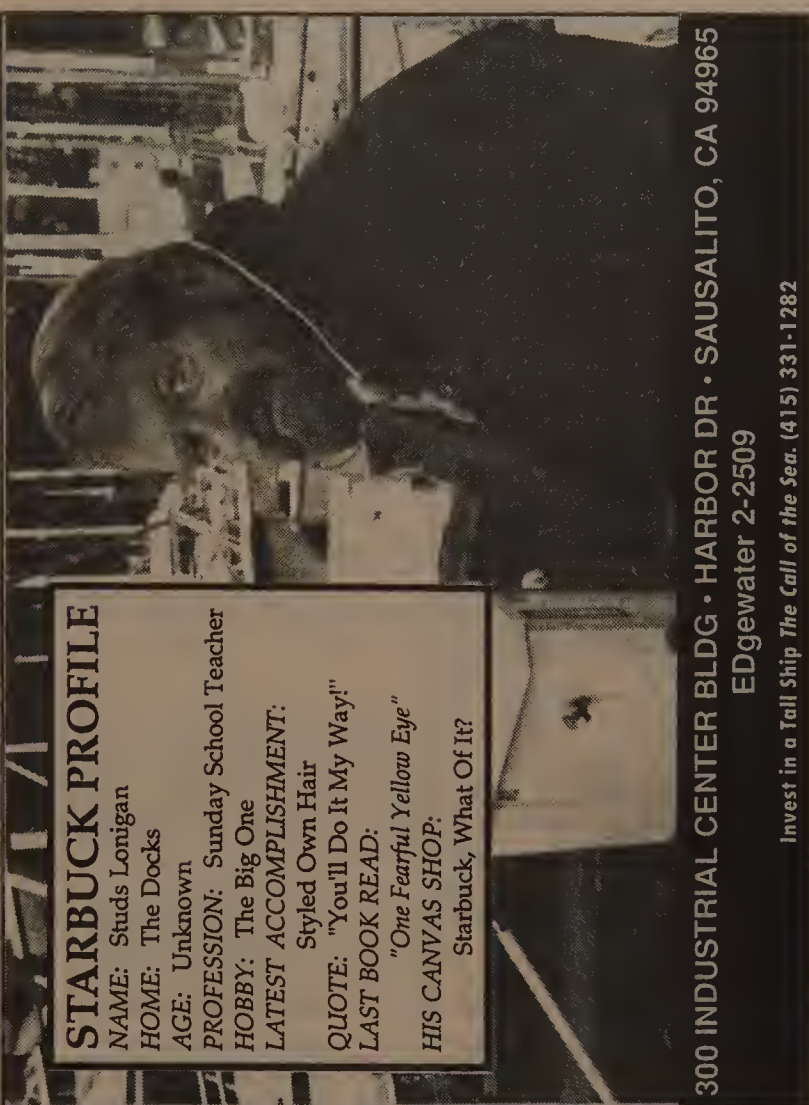
As for 'discrimination' and 'prejudice', we think you're a little shakey on the actual definitions. Prejudice means "an irrational hostility to or intolerance of"; heaven help us if we're, as you suggest, "prejudiced to sail". Hopefully there's a world of difference between 'editing' and 'discrimination', for the latter usually carries a nasty negative connotation, especially since the Civil Rights movement. Ideally, editors don't discriminate and discriminators don't edit.

By the way, there's no reason a wood Mariner 40 should be 10 to 20% slower than a fiberglass counterpart; nor should it have a more gentle motion or take puffs with more grace.

IT WENT WHERE THE WIND BLOWS

I have just completed the delivery of your magazine to Tradewind Yacht Charters located at Rodney Bay in St. Lucia.

This particular copy started its trip by travelling with C.F. Koehler on an airplane from San Diego to Long Island, New York. There he joined the motorsailer *Finesse* for the trip down the

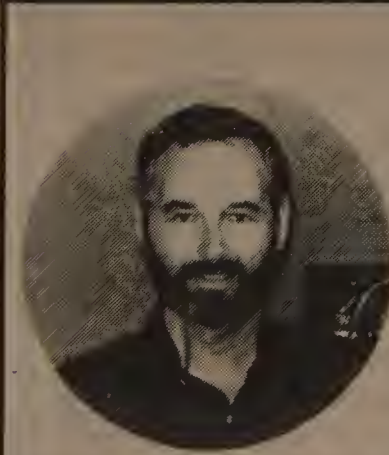


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LETTERS

waterway to Florida, then across to the Bahamas.

I met C.F. & Kim in Nassau, and the two boats travelled together to Great Exuma. C.F., Kim and your magazine then joined me on my F&C 44 *Between the Sheets* for a sail to St. Thomas, where they departed to go back to California. This lucky copy then continued on down the Lesser Antilles: the BVI's, St. Martin, St. Kitts, Bequia, Mustique, Canouan, Mayreau and the Tabago Cays, Palm Island, Union Island, and then back to St. Lucia.

My wife and I didn't feel the Grenadines were the proper place to leave your fine magazine, so it was personally delivered to Ted Bull at Tradewinds, where we know it will be treated with respect and read by people who will appreciate it.

By the way, my wife needs a medium Roving Reporter t-shirt and I wear a large. I think we qualify; what do you think?

Dick & Lisa Seipt
Salem, New Hampshire

Dick & Lisa — We think what you did was a wonderful thing. We also think we began to sour on the Roving Reporter t-shirt program when everybody started asking for more than one shirt per letter.

We're starting to print up some more of the t-shirts, but we're going to be frugal with them. Since it's 'ladies first', we're sending one along to Lisa.

PROJECT A.L.T.O.

It is on behalf of the cruising fleet, residents and tourists of Cabo San Lucas, Mexico that I write. On Tuesday, March 14, the first Newport to Cabo Race participants arrived in Cabo San Lucas. The day before that, all the vessels in the Inner Harbor were ordered to leave to make room for the 30 to 40 racing boats. Many cruisers who were stocking up on provisions and water disliked the inconvenience, which set back departure times for those heading north or to the South Pacific. The question 'Why do a bunch of racers have priority over vessels with bona fide needs for the use of the Inner Harbor' came up. Also, disabled vessels in the Inner Harbor waiting for engine parts had to be towed to the distant Outer Anchorage.

The arriving racing fleet used — and abused — the quay only and not the rest of the Inner Harbor. We do understand that it is fair to find room for a regatta that brings money for tourism, as well as fair to ask all vessels to leave rather than a few to make room. But the fact is, it annoyed many vessel owners.

All this could be taken in stride, however, and was of no real matter, since many cruisers prefer, because of the racers' rowdy nature, to stay clear of them.

The real aggravation and crime committed by the racing fleet is my main concern and the reason for my letter. A few days after the fleet was thoroughly Giggling Marlin-ed out, many of them carelessly dumped large quantities of garbage on the quay. There were witnesses to this display of piggery and apparent ignorance of the fact that garbage cans were available for use along the quay. From empty beer bottles and cases, to bags upon bags of bags of refuse of every description, to the plastics that eventually wisk their way into our oceans — it just sat there. In full view for everyone to see. It was quite obvious where it came from.

I took photographs of the mess strewn along the quay with the fleet in the background — and with some of its members contributing to the pile. I couldn't include these photos with this letter, but will with a future one.

The clincher is that not only is such immense littering a crime most everywhere with fines assessed, but the Port Captain of Cabo San Lucas on March 20th (by which time most of the racing fleet had high-tailed it back to the United States) issued an order stating,

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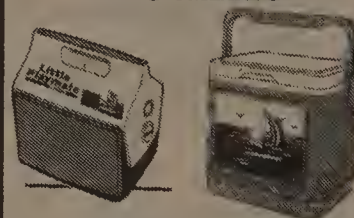


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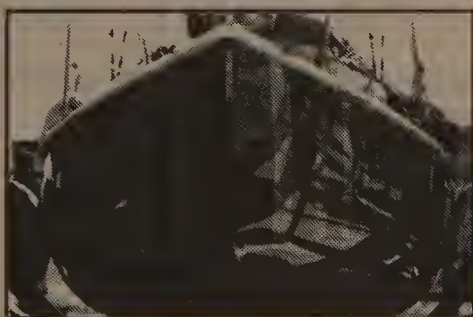
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LETTERS

"If the garbage is not cleaned up, then the use of the Inner Harbor will be banned to vessels". He meant foreign vessels.

That's right, the dearly departed got away scott-free while the blame was levied on the rest of us. Fortunately, the staff of Papi's Deli came to the rescue and with non-racer volunteers and the support of others, cleaned up the mound of garbage, protecting the use of the Inner Harbor for the visiting cruising and fishing fleets.

The Newport Harbor YC race committee, the organizers and the sponsors — and especially the crews and skippers — should be ashamed of the inexcusable and unforgivable signature of their visit to Cabo San Lucas. Furthermore, garbage is pollution and pollution wrecks the environment that we have come so far to enjoy. Thoughtless incidents like this should not go unnoticed or unpunished.

I don't know what will become of this matter in Cabo San Lucas — it probably will be swept under the rug — but there are those of us who won't forget about it and will continue to make public this kind of intolerable disrespect for other people and the environment.

I hope you receive more protests concerning "the racer's garbage" and shed some light on the ever growing problem of litter. Hopefully we can all learn from it.

As for the offenders, please take a long walk off a short pier.

P.S. It was thought that the race-related vehicles that drove down to Cabo San Lucas were going to remove the mess upon leaving. Boy, were we wrong!

M. Marsden

Project A.L.T.O. (Against Litter Thrown Overboard)

M. — By all means rage against such sloppery!

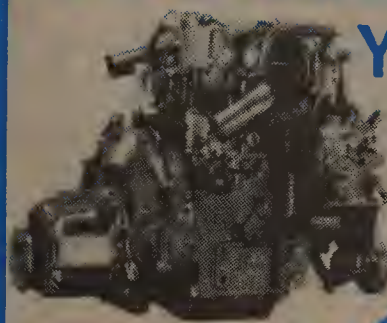
But pardon our asking why it was allowed to get out of hand. If the racers, who spend phenomenal amounts of money on exotic materials to keep their boats light, went to all the trouble of carrying their garbage all that way, couldn't you easily have eliminated their "ignorance" about the location of the garbage bins? The following few words, spoken in a friendly tone, should have taken care of it:

"Yo! Sledmen! This is a quay not a garbage dump. The bins are over there."

In the unlikely event the pile didn't disappear, you could have immediately taken up the matter with 1. the Newport Harbor YC race committee; or failing that, 2. the Port Captain. We're not trying to make excuses for inexcusable behavior, but we sailors have to be willing to speak up and get problems nipped in the bud before they reflect badly on all of us. You may direct the finger of guilt at "racers", but the Mexican officials and people aren't going to be that precise. As you have already learned, they'll just blame it on "gringos on boats".

As for the matter of why racers have priority over cruisers during regatta finishes, the answer is simple: money and prestige. For their brief stay, the racing fleet leaves a big bundle of dollars. With 39 boats, you've probably got 320 crew, which because of wives, kids, race administrators, delivery crews, and so forth, probably account for darn near 300 hotel rooms a night, 1200 meals a day, several hundred t-shirts, hundreds of taxi rides, and countless beers and cocktails. Then there's all those airplane tickets they've got to buy. Like it or not, that adds up to clout.

The real world. Given the fact that we cruisers are among the thriftiest of all tourists — especially in Mexico — officials are rarely going to give a hill of beans if we're "annoyed" for a few days. And if we try to argue "bona fide need for use of the harbor" with authorities in Mexico or California, they're going to laugh at us. Harbors have never been built in order to be nice to visiting cruisers; they're built to make money. To think otherwise is to set

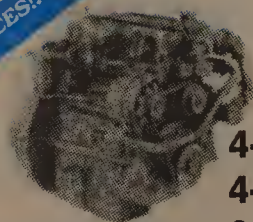


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LETTERS

yourself up for a lot of sorrow. The only thing we cruisers can realistically expect from countries we visit are requests to occasionally get the heck out of the way and for cruising fees. Fortunately we've yet to see too much of the latter in this part of the world.

Meanwhile, if you get a good photograph of that pile of trash, we'd be glad to publish it as a reminder to racers — and all sailors — not to screw up the environment — or goodwill — for others.

⇅IF YOU THOUGHT U2 WAS GOOD, TRY SOME U1'S

Recently, while searching for a deep cycle battery to power the radio, fathometer and navigation lights on my day-sailor — keeping both size and weight under consideration — I found an ideal source of batteries that may be of interest to your readers.

Most electric wheelchairs have two type U1 batteries that are usually replaced in pairs when one of the batteries becomes weak. There may be several years of light load left in the other battery. Surgical or sickroom supply outlets will sell used batteries for a very reasonable price. A simple load test will show the battery's condition.

U1 batteries have a 5x8" footprint and are 8" tall. They weight approximately 20 pounds. The terminals are made for bolt and nut connectors. There will supply a 2 amp load for over 10 hours.

I hope this 'find' is useful. I have a friend in the Bay Area who sent me a gift subscription to *Latitude 38*; I thoroughly enjoy it.

Charlie Miller
Salem, Oregon

⇅SUBSISTING ON POTATO CHIPS AND CANDY BARS

Last fall I spent some time wandering around New Zealand, and I'm afraid I have to agree with your culinary comments: the food was our only disappointment in this otherwise magnificent country.

The finer restaurants in the larger cities were excellent, but everything else could only be described as British cuisine poorly done — which in itself is almost redundant. For example, huge slabs of cold fat between soggy slices of bread, rancid milkshakes, and hideous little pastries filled with agricultural by-products.

I never thought I'd see the day when I would shed tears of joy every time we pulled into a town with the "Golden Arches" looming on the horizon. By the end of the trip, I was subsisting primarily on potato chips and candy bars.

Apparently the New Zealanders are aware of the problem, since they have initiated a promotional campaign called "Taste New Zealand" to identify and praise those establishments which offer less offensive fare. Hopefully this will increase the country's culinary consciousness, for I am looking forward to returning to Kiwiland.

P.S. A 'must-see' attraction is the Agridome, which is best described as a Sea World with sheep instead of dolphins.

Brian K.
Santa Rosa

Brian — We understand you preferring not to use your full name; no telling if some Kiwi religious leader or chef promises Nirvana to anyone who eliminates you.

⇅IT WOULD KILL THE WHOLE RULE

When I first read the *Jason and the PHRF-onauts* in the April issue, I was amazed at the suggestion of the writer. While revising PHRF isn't a bad idea, I think his particular revisions would kill the whole rule.

His revisions included adding ten seconds a mile onto the rating of boats carrying professionals, adding 10 seconds for local season champs, adding 20 for national champs, and, 30 seconds for world

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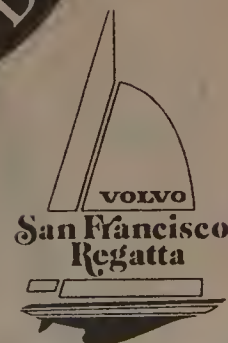


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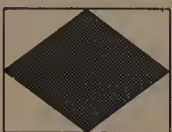
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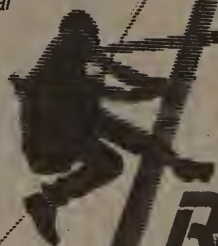
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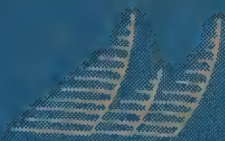
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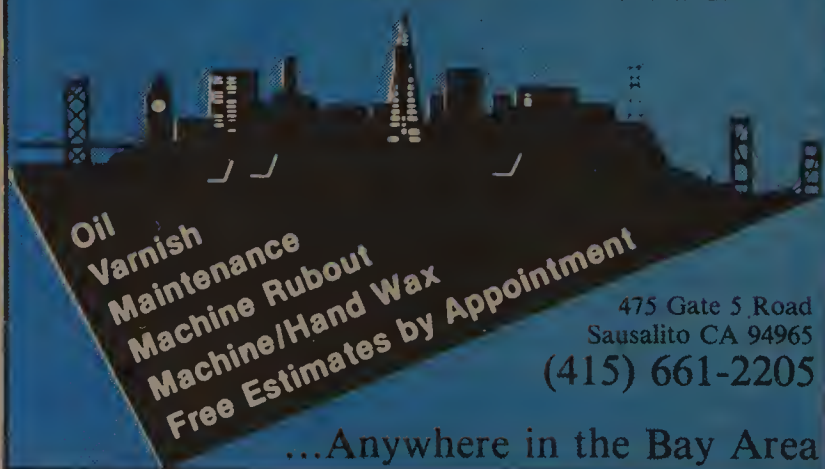
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LETTERS

class sailors.

There were also four revisions pertaining to actual boats that were very good.

The basic intention of a handicap rule is to take a variety of different types of boats and let them race on an equal level to basically simulate one-design racing. In one-design racing, a person sailing a yacht determined to be equal — by class rules — to the other yachts he or she is racing may win all the races they like. For those who lose, it is up to them to better their individual sailing skills, and to bring themselves to the winner's level of competition. Under a good handicap system the same principles should apply.

Under the proposed system, there is no incentive for a poor sailor to get better. The good sailors will eventually be penalized down to the poor sailor's level of competition. Knowing this, the good sailors will abandon PHRF and you'll be left with a bunch of general losers.

John Hansen
San Carlos

⇅ OPEN TO PROPOSITIONS

Now that spring is in the air here in Switzerland, we again dream of sailing — and think of our sailing friends in the Bay Area and at the Spinnaker Sailing Club.

Our last trip with Bay Area sailors was in January; we joined a group for a glorious sail from St. Lucia to the Tobago Cays and back to St. Lucia. Last summer we sailed in Tonga and Tahiti.

We are writing to let your readers know that we will be in Hawaii for a conference in early July, after which we would be able and pleased to sail a boat back to California. (Perhaps a TransPac boat?) We are experienced sailing devotees and would be happy to supply references.

In August and September we'll again be staying in our flat on Potrero Hill, and look forward to a couple of months of good sailing on San Francisco Bay. We would like to regularly sail on a really good boat while in San Francisco, so if one of your readers would like to propose an arrangement with us, we would be very interested. Our address is: Kurbergstr. 24, 8049 Zurich, Switzerland.

The Siegmans
Zurich, Switzerland

T.S. — Normally we wouldn't print a letter such as yours, but since our distribution is fairly light in Zurich, we imagine you didn't get a fair chance to sign up for the Crew List.

By the way, inquiring minds want to know, what is it you do that requires/enables you to hop around to the glory spots on the globe?

⇅ A KIWI DEFENDS NEW ZEALAND

Although I have just started reading the April issue, I was sufficiently aroused by a comment in *Changes* about "Paradise" (New Zealand) that I had to put the magazine down for awhile to write in defense of my country.

As a New Zealand yachting couple with some 7,000 miles of coastal cruising behind us, we are taking time out to visit Northern California, look at your boats, scenery and even try and start a business so we can keep coming up here from time to time.

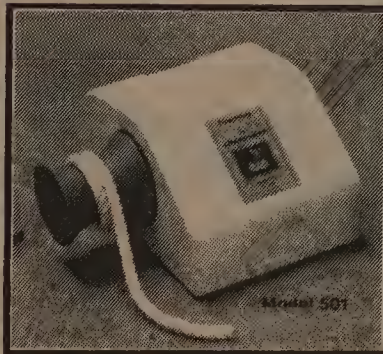
I won't bore you with our impressions of yachting on the Bay, as you may not appreciate some of our comments. I would, however, like to give an opposing view to the comments made by Beau and Annie Hudson of *Lionwing*.

They said that New Zealand has a national drinking problem, and that our government has been taking steps to solve it. Well, if

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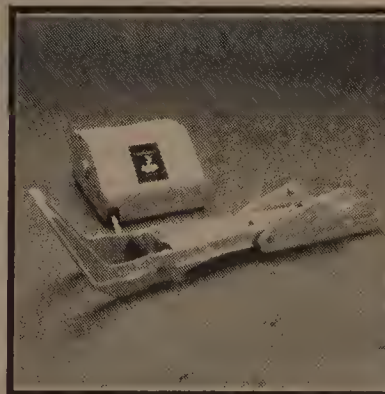
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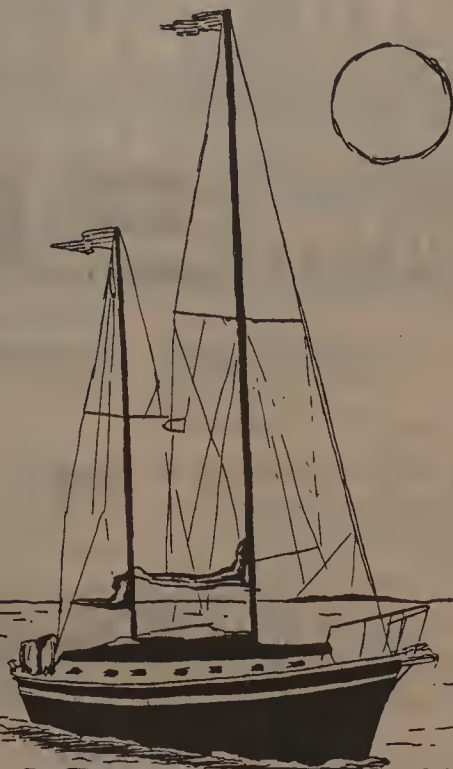
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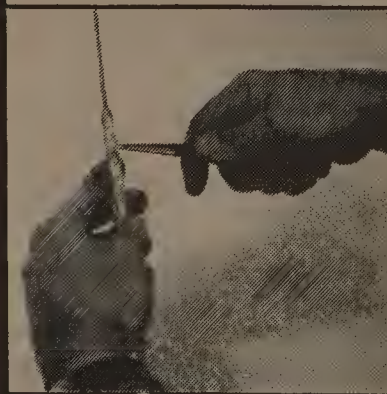
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LETTERS

they mean real high taxes on liquor together with tough laws against drinking while driving, then yes, they are correct. However, it's our observation that American yachties drink more than Kiwis and also act just as silly (remember the press conference after the America's Cup in San Diego). Sailors seem to be the same the world over; how you look at it just depends on whether you are in the party or trying to get some sleep anchored in the same bay.

Perhaps your readers don't realize that New Zealand has an unlimited number of sheltered bays along our coastline, together with hundreds of islands that are easily accessible to cruising yachtsmen. Yes, it does rain and it is subtropical. My spies back home, however, tell me that the last three months have been perfect, which makes me homesick for oil-free clean water that's warm enough to swim in, with a variety of sailing breezes to help keep us sane.

As for cruising folks getting work, I couldn't do that here even if I wanted to. So Americans may have to pay some taxes in New Zealand, but no more than they would here.

The comment about the exchange rate being bad is bullshit! You guys will get around \$1.50 N.Z. for your dollar while I get a measly 60 cents of yours — which buys me nothing. Let me tell you, the cost of living in New Zealand is at least comparable to that of the United States. The difference is that New Zealand has a nuclear-free environment, our food is clean, and our sailing is the best in the world. With the America's Cup in New Zealand, the next few years will really see our country get on the map.

Oh by the way, former Californian Rod Davis made the right decision to become a Kiwi again. It's just like they say, "if you can't beat them, join them".

John & Chris Pilcher
Buckland's Beach YC, New Zealand

John & Chris — When Beau said the Kiwi government was taking steps to reduce drinking in New Zealand, he specifically mentioned very high liquor taxes and strict drunk driving laws. So yes, he was correct as reported.

Does the United States have a drinking problem? It sure as hell does. Beau and Annie, we're certain, would agree with that as would everybody else who doesn't have their head stuck in the sand. Do you think Yanks are too proud to fess up to some bad habits? But for New Zealand's sake, it's best if you cut the 'we'll only admit it if you admit it' pretense. Whoever tells the lies invariably gets hurt the worst by it.

While on the subject of being overly defensive, are Kiwis so insecure that they can't admit to a summer of abnormally cool weather? So the weather was unusually cool for a season, don't you think New Zealand has enough attractions to make up for that minor annoyance?

Kiwis unable to work in California? Technically it's illegal, but it's no secret that literally millions of aliens are illegally employed in this state alone. California would collapse without them. While most might be Mexicans, we know of Kiwi cruisers that worked on boats for years here in Northern California.

While Rod Davis, one of California's many excellent sailors, did return to New Zealand, must we remind you that New Zealand's two brightest sailing lights, Bruce Farr and Ron Holland left Kiwiland for the States years ago.

Now, can we dispense with all this juvenile 'my country is better/stronger/smarter/cleaner/warmer/etc. than your country' nonsense?

↑↑GETTING FAT ON FOIE GRAS

I heard a whisper that some of the people back in Northern California were wondering what happened to Stephen Royce and the schooner Coaster. The former is alive and well, getting fat on

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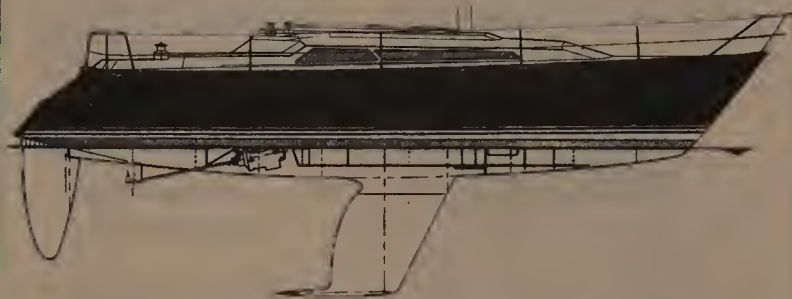
Hans Christian



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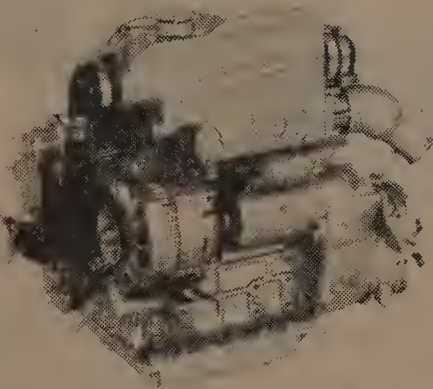


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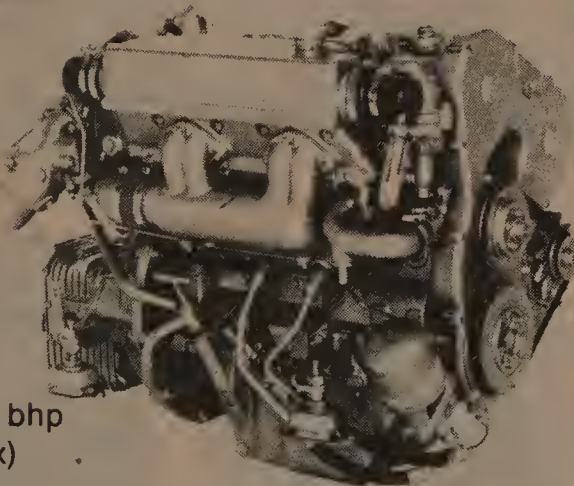
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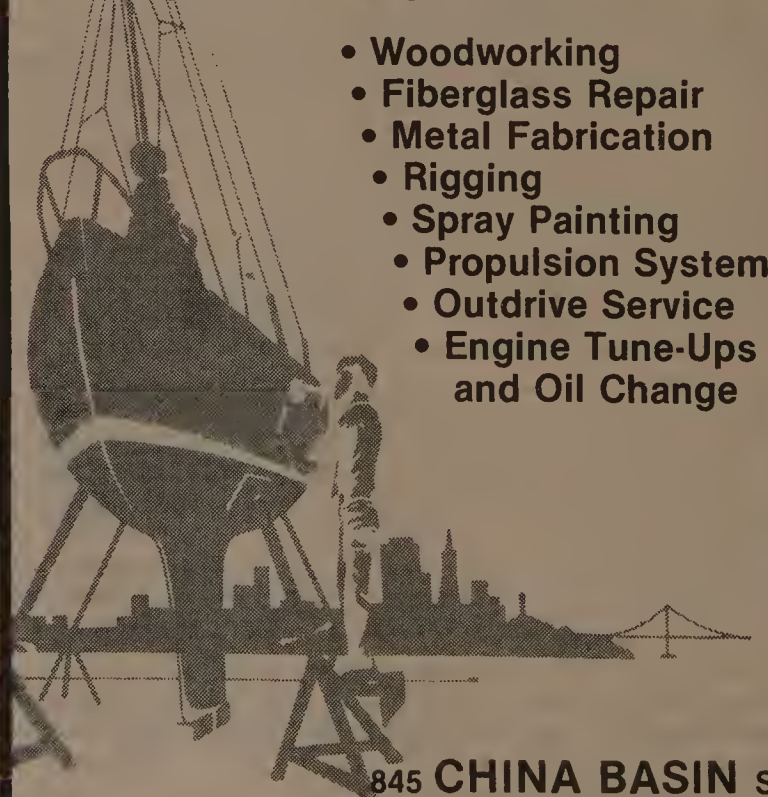
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LETTERS

foie gras in France. The latter is a mere shell of her former self, also residing in the Cote d'Azur in France.

The cruising life for *Coaster*, her captain and her many Santa Cruz crewmates changed two years ago as a result of several things:

1. the big drop of the dollar with respect to the French franc.
2. getting caught in an expensive cruising playground.
3. having to pump the schooner's bilge more and more frequently.

Presently, *Coaster* is undergoing an extensive three-year, out-of-the-water refit, and her owner is selling other peoples' boats to pay for it.

The Cote d'Azur is surely the land of the ultra yacht, as you can tell from the enclosed photocopy of the world's largest and most expensive motoryacht. Note that a second helicopter could fit between the bow and the superstructure. The sailing yachts in the Med are equally impressive. If you want to buy one, call me.

I shall also be happy to have cruisers, be they on land or their boats, call on me. Perhaps we can share a bit of French foie gras with the ubiquitous red wine. Or maybe you'd like some frog's legs? My address is *Coaster*, c/o Northrup & Johnson, 13 rue Pasteur, 06400 Cannes, France. My telephone is 93 94 20 08; telefax is 93 94 42 29.

Coaster should be sailing again in about one year, although her home port will most likely remain Cannes, France.

Stephen Royce
Cannes, France

WEST WAS WONDERFUL

We wanted to share with your readers a wonderful experience we had with West Marine Products.

We were cruising the Bahamas in January aboard our Islander 30, *R&R*, when due to insufficient weather information, we got caught in a bad storm. At the time, we were towing our nearly new West Marine dinghy, the one we'd bought just three months before with this cruise in mind. Even though we had taken all the precautions we could think of for the safety of the dinghy — removing the outboard motor and plug, rigging a towing bridle and a painter — the towing eyes pulled loose from the dinghy and we lost it.

Although we were able to turn back and located the dinghy, conditions were such that we couldn't rescue it without great danger to our lives.

Upon our return to Key West, we wrote West Marine and told them of our unfortunate loss. We received several phone calls from West Marine executives inquiring about the circumstances involved. Yesterday they informed us that they have decided to replace our dinghy; today they phoned to say it was on its way.

We cannot praise West Marine enough. We have always found our dealings with them to be a pleasure and used their merchandise with great satisfaction. This, however, was a wonderful reaffirmation of our faith in a great organization.

Thank you West Marine.

Richard & Rendie Lu Crosby
Key West, Florida

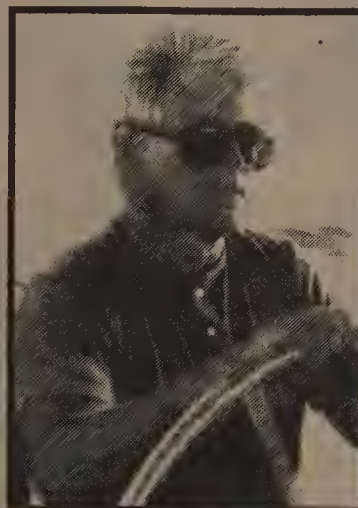
Richard & Rendie — About eight years ago we bought a 45-lb CQR from West Marine. We must have forgotten to seize shackle pin to the shackle, because the first time we tried to raise the anchor there was nothing at the end of the chain but a plain old link! You don't suppose West Marine would . . . naw, we guess not.

BLISTER BLASTING

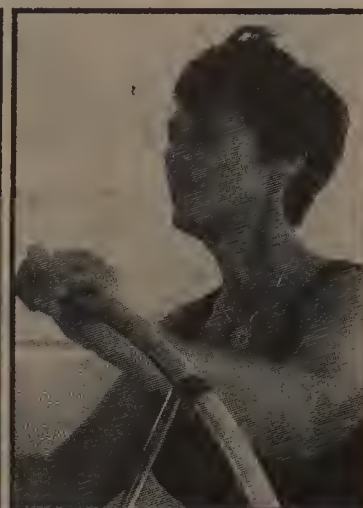
Thank you for the recent [Sightings, April] article on fiberglass blistering. In light of the overwhelming occurrence of this problem

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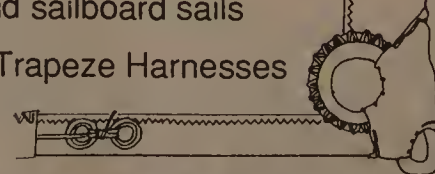
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LETTERS

on modern fiberglass boat hulls and the millions of dollars wasted annually trying to stop its reoccurrence with the present low-tech repaired techniques used by the repair yards, more factual information printed by the popular nautical press is needed.

The opinion of Mr. Fred Weiss, the expert you talked to, is viable. But without some substantiation his opinion will never be credible. The scientific community has known for 10 years the causes of blisters on fiberglass boats. Yet the expert in your article has only claimed to know the answer to blistering for the last year or so. Prior to that his explanation for blisters was "nobody knows". He is now trying, though.

Let's look at his three simple concepts of the causes of fiberglass blistering. He tells us that the polyester resin never fully cures and "free radicals" flow around inside the laminate following the paths of least resistance. Maybe Fred can cite a laboratory report to substantiate his claim of "free radical" movement. Granted, any polyester resin only cures totally, reacting to all available components, in theory.

In reality, all polyester laminates contain unreacted components that are trapped within the three dimensional crosslinked network of the cured resin. Their movement along paths of least resistance on their own impetus has not been documented. Only when water is absorbed by the laminate do the unreacted components either go into solution with the water or are carried along with the water as it moves inside the laminate. This was known and documented in the 70's [Brueggman, W.H., *Blistering of Gel Coated Laminates*, Annual Technical Conference of the Reinforced Plastics/Composites Institute, Society of the Plastics Industry, Inc., Sec. 4-E, pp. 1-4, 1979].

The Mr. Weiss's second concept states that both the water molecule and his "free radicals" can move freely in or out of the gel coat. Also, he claims when the fiberglass boat is in the water the laminate becomes the low pressure destination of the water molecule. Wrong, bucko mate! The tiny di-pole water molecule is the only molecule to pass freely through the semi-permeable gel coat into the laminate when the boat is in the water. The water soluble molecules within the laminate are too big to pass back out through the semi-permeable gel coat. In other words, Fred's "free radicals" will not freely come out of the laminate through the semi-permeable gel coat. No matter if the boat is in the water or out of the water, these larger molecules will remain trapped under the gel coat binding the water molecules with them [Davis, R., Ghotra, J.S., Malhi, T.R., Pritchard, G., *Blister Formation in RP: The Origin of the Osmotic Process*, 38th Annual Technical Conference of the Reinforced Plastics/Composites Institute, Society of the Plastics Industry, Inc. Session 17-B, pp 1-10, February 7-11, 1983].

This business of the laminate becoming the low pressure destination of the water molecule when the boat is in the water is pure bullshit — or should I say Lemming Shit. In regards to hull blisters, every spring when blistered boats come out of the water, the boat repair personnel head in mass over the cliff of fact and logic into the chasm of speculation, conjecture, and fancy to explain the cause of blisters and to justify their present low-tech repairs.

It is a difference of ionic — positively or negatively charged atoms — concentrations across a semi-permeable membrane that causes excess water to enter a boat hull laminate. Once water has entered the hull laminate and dissolved the water soluble components, the resulting solution is acidic. This acidic solution degrades the reinforcing fabric creating metallic salts or cations — positively charged atoms [Ghotra, J.S., Pritchard, G., *Osmotic Blistering and Prevention in FRP Marine Laminates*, 28th Annual SAMPE Symposium, pp 807-817, April 12-14, 1983].

The solution inside the boat hull laminate now has a higher ionic concentration than the outside water. In an attempt to

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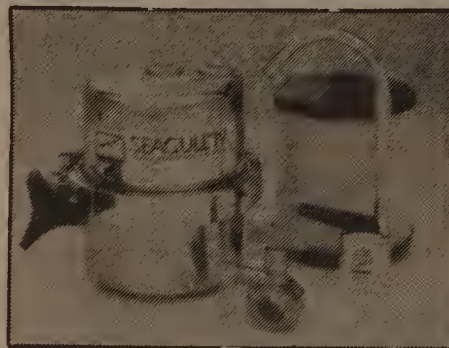
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LETTERS

equalize the ionic concentration inside the boat hull, water is literally drawn through the semi-permeable gel coat into the laminate. As more water enters, more water solubles go into solution, degrading more reinforcing fabric maintaining a high ionic concentration. Because sea water is made up of ionic salts, the boat hull will absorb less water than if the boat is sitting in fresh water which has less ionic concentration. This is why a fiberglass hull will blister quicker and more severely in the Delta than a boat setting on San Francisco Bay [Abesysinghe, H.P., Edwards, W., Pritchard, G., Swampillai, C.J., *Degradation of Cross Linked Resins in Water and Electrolyte Solutions*, Polymer, Vol. 23, pp. 1785-1790, Butterworth & Co. Ltd, Great Britain, November 1982].

Fred's third concept, that 33% of the laminate is water soluble and when water dissolves these water solubles this is known as "hydrolysis". He also states that blisters are simply a symptom of hydrolysis. This third concept is more Lemming shit. Most of the water solubles simply dissolve in the water that has entered the laminate, never changing their chemical form. A few of the water solubles do change into other compounds when the incoming water reaches them. This is hydrolysis. Blisters simply don't indicate blisters alone. Blisters indicate moisture absorption corrosion of the boat hull laminate. It's been found that only 3 to 8% of a laminate will be leached out by water, not 33% of it [Pritchard, G. Speake, S.D., *The Reversability of Hygrothermo Effects in Fiber-Resin Composites*, Proceedings of the 28th Micro Symposium on Macro Molecules, July 8-11, Polymer composites, Walter De Gruyter, New York, 1986. And, *Handbook of Composites*, Edited by Lubin, George, Van Nostrand Rienhold Co.].

Maybe the well-known boatyard Fred works at would offer a seminar to the boating public, since Fred is such a noted authority on the repair of blistered boat hulls. That way the boatowner can become a sorcerer's apprentice and perpetuate half-truths and speculation about blistered boat hulls.

If Fred chooses not to share all his authoritative knowledge about the causes and repairs of blisters, I do offer a presentation, using words, slides, and a handout. I explain the mechanics of how this problem works in the boat hull. No, I'm not a chemical engineer with multiple letters behind my name. I am an interested layman who has spent the last four years in local university libraries searching for and finding research papers on the subject of blistered fiberglass, the same as a boat hull is made of.

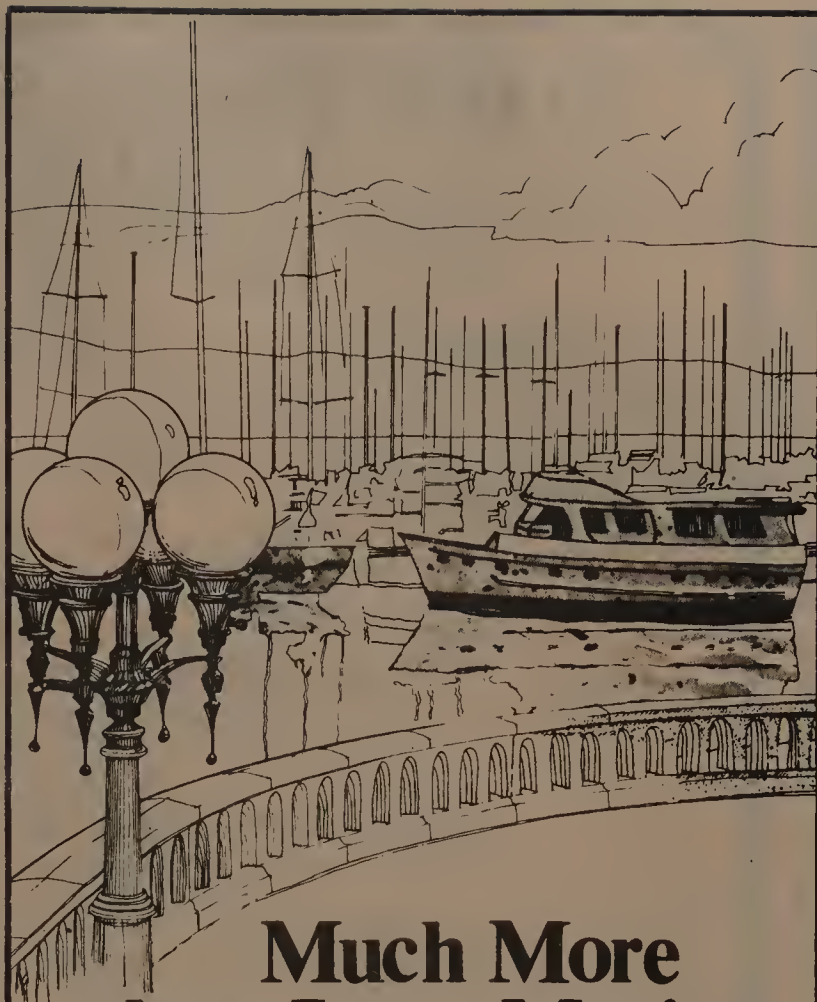
From 1968 to the present, these papers are very consistent on the causes of blisters. My presentation is not for every boat owner with a blistered fiberglass boat. Rather it is geared to the mariner who realizes a mediocre and less than thorough repair can compromise his or her safety offshore. It is aimed at the boat owner who wants to sell his boat, who has found buyers for his/her boat, but whose deal fell through when blisters were found when the boat was hauled for survey.

Mainly I offer this presentation for those rare individuals in our society who do it forever, who feel that any job worth doing is worth doing right.

Should any yacht clubs or repair facilities be interested in sponsoring this presentation, my number is (415) 653-0900.

Richard 'Rick' McLean
Piedmont

Richard — Since few sailors have the time, background or interest to wade through scientific journals in search of elusive truth, they tend to look for magic words like 'guaranteed for x years'. If some boatyards are willing to guarantee their work based on theoretical explanation similar to Mr. Weiss's, it's only fair to ask what if any guarantee you're willing to make based on yours.



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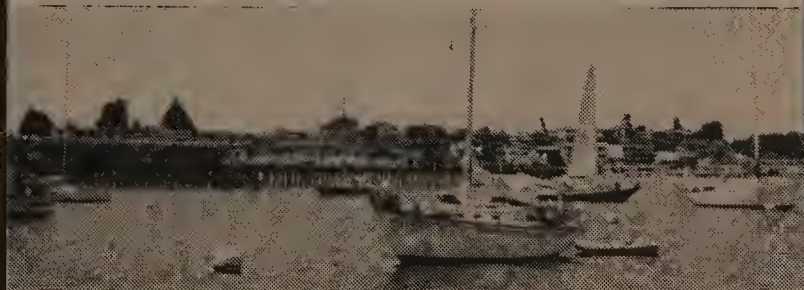
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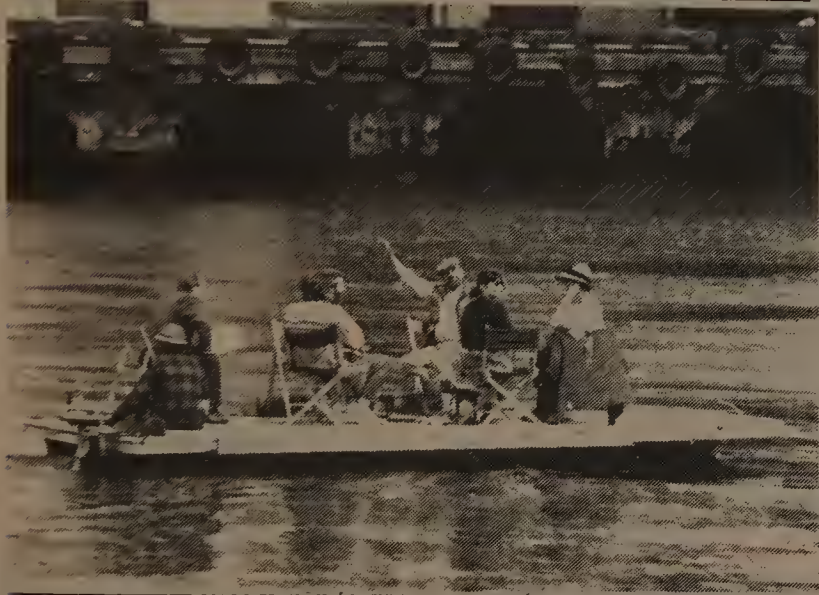
LOOSE LIPS

Unclear on the concept.

A toll taker at the Golden Gate Bridge recently spied the "Golden Gate Challenge" logo on an old T-shirt we were wearing. Before we could tell him it was a 12-Meter sailing syndicate that tried for the America's Cup, he said. "Golden Gate Challenge, yeah. I ran in that last year!"

Sittin' on the dock of the Bay . . .

What's the difference between a boat and a dock? Until we saw the above, uh, vessel go by, we thought we knew. Now we're confused: if a



Yachting, south of Market Street style.

piece of old dock with a motor can be a boat, then can a boat attached more or less permanently to pilings become a dock? Can you live aboard a dock? Could you write off a dock box as a "home improvement?" Maybe the BCDC should do a five-year study on the subject and come up with a workable definition of "dock." On second thought, maybe they shouldn't. In fact, forget we mentioned the whole thing.

Say, doesn't that boat look familiar? . . .

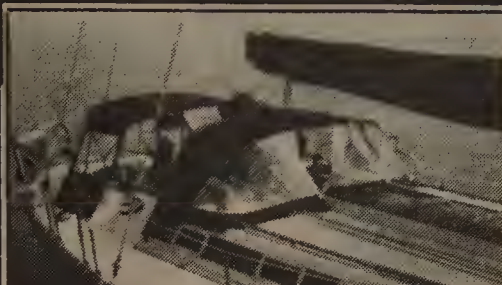
Have a tip about the location of a stolen vessel? The DMV has their own Bureau of Investigation, which can be reached at (415) 557-1144. If you ever get anything other than an a busy signal or no answer, you're doing better than any call we've ever placed to the DMV.

He'll take bergs to boaters any day . . .

In an April interview by the *San Francisco Chronicle*, captain Bob Reynolds of the oil tanker *Chevron Oregon* outlined the "proper" route through Prince William Sound. On March 24, the tanker *Exxon Valdez* demonstrated the improper route, running aground and causing the worst — and apparently ongoing — oil spill in U.S. coastal waters in history. Reynolds navigated the *Oregon* safely along the same route a week before. But while techniques for dodging "bergy bites", tankerese for small icebergs, made for some entertaining reading, what caught our eye was what Reynolds called "the real hazard" tanker captains face — missing all the sailboats in San Francisco Bay. Unfortunately, he didn't elaborate.

Mounting evidence.

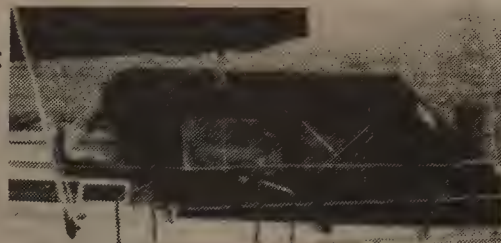
If your name is Ed Campbell and you brought an EPIRB by our boat show booth to be tested, you're going to have trouble installing it on the boat — we still have the bracket. Give us a call and we'll be glad to arrange its return.



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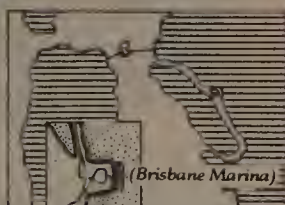
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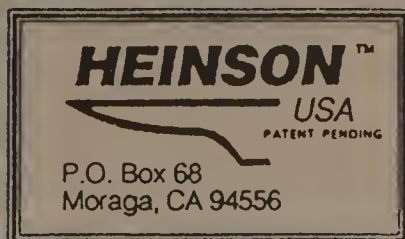
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LOOSE LIPS

Front page news.

The last place you'd expect to find noted San Francisco Bay sailor Hank "Don't Quote Me" Easom is on the front page of a newspaper — let alone the front page of the *Wall Street Journal*, largest circulation publication in the United States. But on April 11, there Easom was, smack dab in the center of page one. He was joined by Tom Allen, Jr. of the St. Francis YC, Stephen Lepley of the Newport (Rhode Island) YC, and Charles Ulmer of Larchmont (New York) YC.

Local sailors Tom "Thomas" Blackaller and Russ "Russell" Silvestri didn't appear until page 14A.

The "Daily Diary of the American Dream's" Carrie Dolan was writing about the controversy of whether sailing should remain a corinthian sport or embrace professionalism. Dolan used March's Ultimate 30 Yacht Race held off Pier 39 as the focal point of the discussion.

Using Easom as the epitome of opposition to professionalism, Dolan had Easom fuming, "Advertising people have absolutely no morals whatsoever. A very few people are pushing commercialization of the sport to make a few bucks out of the sport. I hope it flops," said Easom, apparently "in a rather sportsmanlike pique". Dolan had previously described "Mr. Easom" as "a member of San Francisco's St. Francis and San Francisco Yacht Clubs".

While Dolan may have been factually correct about Easom's yacht club membership and quotes, she sure missed the spirit of the man. One of the most popular long-time sailors on the Bay, and for many years the operator of one of the Bay's most respected boatyards, Easom is a rolled up shirtsleeves kind of guy, not a blue-blazered barstool rider. Easom's reputation as a sportsman is golden; he wins and loses like a champ.

We agree with Easom in the sense that sailing doesn't need carpetbaggers who come in to make a few bucks between tractor pulls, motor cycle leaps, and celebrity taffy pulls.

(Ironically, Easom helped the Etchells fleet assist BMW in making a commercial at the St. Francis YC late last year. The fleet got \$2,000 for their assistance.)

Blackaller got to be the yacht-racing-is-a-great-way-to-advertise upscale-products advocate. He mentioned champagne and diamond companies; the author mentioned the Ultimate Yacht Race attracted sponsors that included "makers of artificial logs and a maker of industrial cranes".

Russ Silvestri, who qualified to be the 1984 U.S. Olympic Finn representative before losing a bizzare sportsmanship protest to John Bertrand, played the role of the young Turk with brilliance by getting off the spunkiest quote: "Older guys don't really like it [commercialism]. But what does it matter what they think? Traditionalists don't matter in the long run."

As accurate as Silvestri probably is, the man who seemed to be right on the money was John Wright of Pennsylvania, a veteran of five America's Cup campaigns. He noted that "If they [television] can make a golf tournament look exciting, they can do anything." But he also noted that "the big money won't be coming until long after I'm pushing up daisies".

All in all it was a good article by the *Journal*; far better, for example, than we at *Latitude* would have been able to do if the shoe was on the other foot and we were writing about recessions or falling interest rates. Of course, none of our reporters have been convicted of insider trading scandals either.

Why do doughnuts have holes?

Supposedly a sea captain named Hanson Gregory came up with the concept when, needing both hands to steer one stormy night, he rammed his "fried cake" over one of the wheel's spokes...

3 SEAS 40



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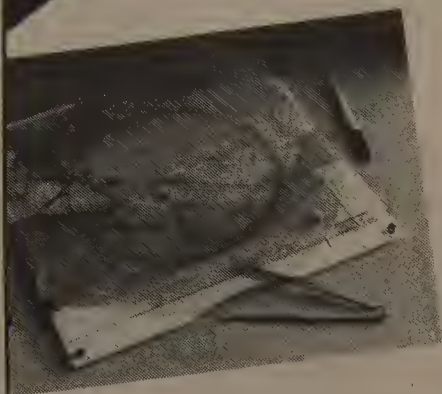
- A.** c) both of above.
- You shape your own schedule to attend classes or to use a home study plan or to combine both.

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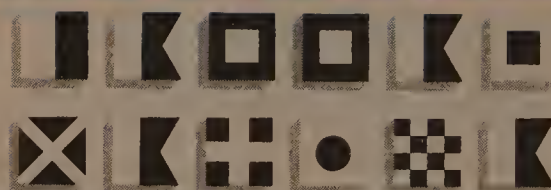
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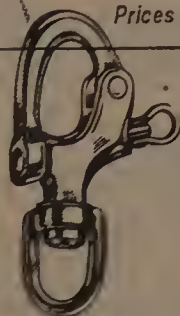
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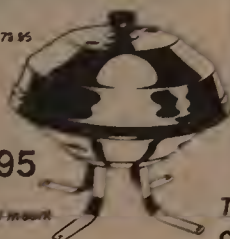
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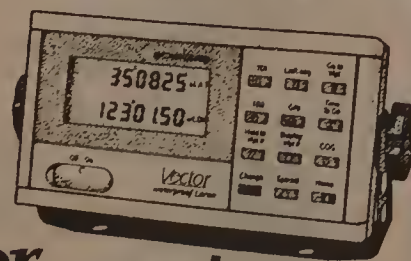
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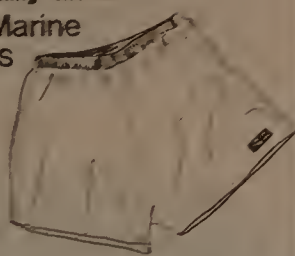
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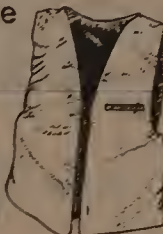


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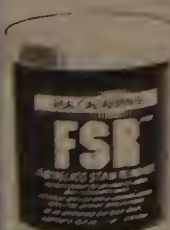
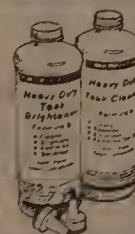
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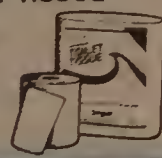
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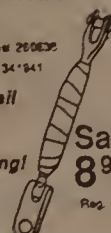


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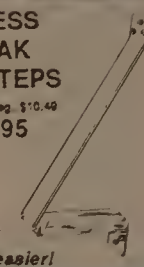


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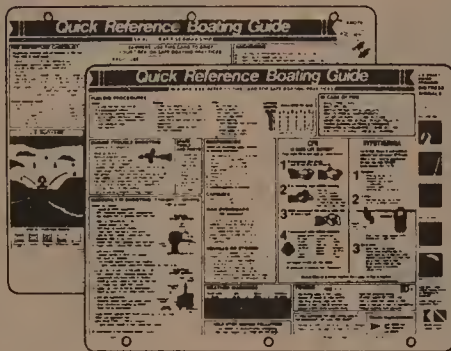


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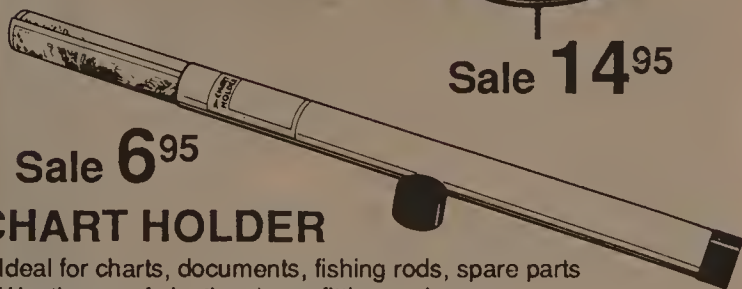


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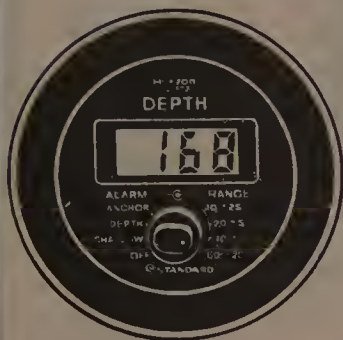
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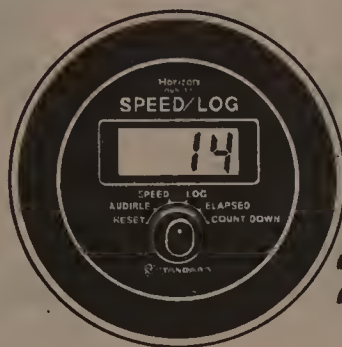
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Sale
239⁰⁰

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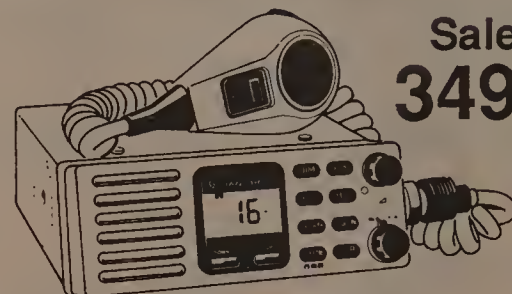
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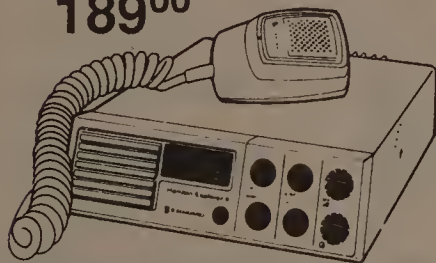


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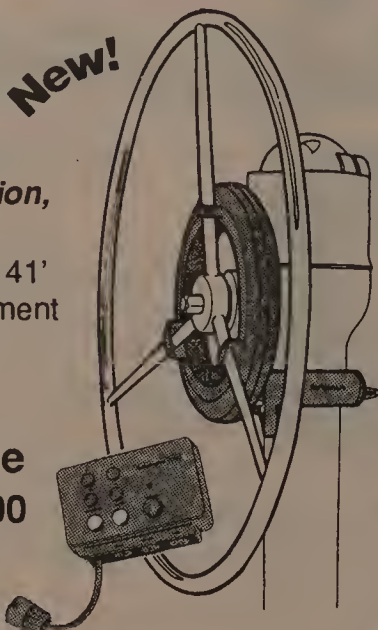
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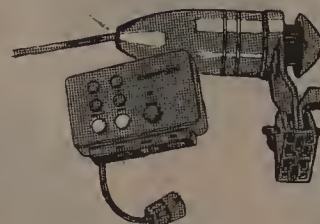
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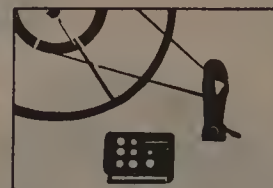


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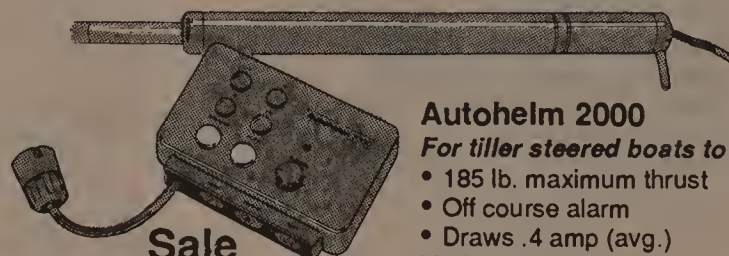


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- Off course alarm
- Draws just .3 amps (avg.)

Model 293019



Autohelm 2000

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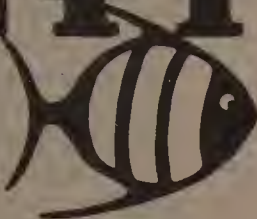
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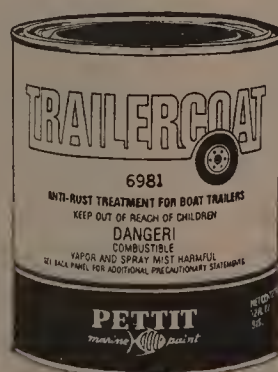
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marine paint



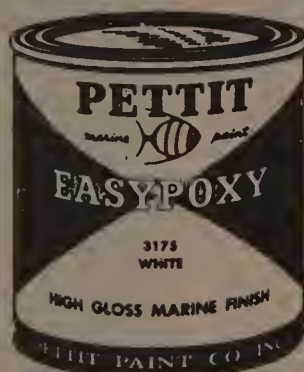
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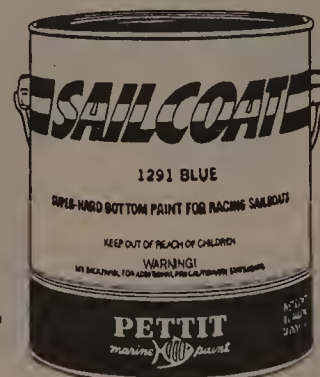
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SIGHTINGS

because it's there

There is a certain obsession among celebrities that has always intrigued us. It's the drive so many of them have to outdo each amazing accomplishment with something even more astounding, even though few of them ever pull it off. For example, Jim Morrison never wrote a better song than "Light My Fire"; Orson Welles never made a better movie than *Citizen Kane*, and Sir Edmund Hillary couldn't climb a bigger mountain than Everest. But they still try, which now that we think about it may be mostly what made them celebrities in the first place.

Anyway, the latest example of this phenomenon is about two weeks into motion as you read this. Kenichi Horie (pronounced "hor-ee-ay"), who is to Japanese sailing what Satohara Oh is to Japanese baseball, left San Francisco on April 15 bound for his homeland — in a 9-foot boat.

To be more specific, *Mermaid* is 9.2 feet long. It has 6 feet of beam, 4 feet of draft, 93 square feet of sail and weighs 1,000 pounds fully loaded and dripping wet. Designed specifically for this crossing (on a Hewlett Packard computer, incidentally) and launched only a couple months before, it flies only one sail, a roller-furling jib. Horie carries three extras on board though and can wing an extra one out for downwind work.

The boat, which looks like a cross between a 9-ft Spanish galleon, a Gemini space capsule and Humpty Dumpty, is designed to withstand 180-degree rolls. As far as sailing characteristics, the boat essentially doesn't point at all, can't tack in any breeze (like the old square riggers, he'll have to "wear ship:" fall off, jibe, then come back up) and sails flat out at about 3 knots. Fortunately, the current will be in

his favor most of the way. Horie expects to make the 6,500-mile, nonstop trip to Japan's Shikoku Island in about 100 days.

We'll have to be honest. When we first got wind of this, it had "publicity stunt" written all over it. Since we never judge a book by its cover, though, we went to the press conference at the San Francisco YC with as open a mind as we could muster.

What we learned, and were reminded, was that this is a serious effort by a guy who is something of a living legend in Japan; a living legend who lives for shorthanded sailing. A partial list of Horie's accomplishments: In 1962, at age 24, Kenichi Horie became the first solo sailor to go from Osaka to San Francisco. He made the trip in 94 days on a 19-ft sloop, also named *Mermaid* (as all his boats have been). The boat remains one of the focal points of the Maritime Museum in San Francisco. In 1973-74, Horie sailed around the world nonstop on a 26-ft wooden boat — the hard way, from East to West. The 26,000-mile journey took him 275 days. In 1975, he took third place in the short-lived San Francisco to Osaka Singlehanded Race on a 35-ft aluminum sloop. In 1982, on the same boat, he became the first person to "circumnavigate" the Western Hemisphere. In order of stops, that's Osaka, Hawaii, Tahiti, Cape Horn, Buenos Aires, Bermuda, through the Northwest Passage, down the Bering Strait, Dutch Harbor (Alaska), Hawaii and back to Osaka. The 33,000-mile voyage took him five years, and 40 percent of it was singlehanded. The other 60 percent he did with his wife. And the list goes on.

At 50 years of age, Kenichi is living proof that sailing keeps you young. The graying hair notwithstanding, he looks about, well, late thirtysomething. His build is well suited to the current trip, too. He stands 5' 3" and weighs a fit 136 pounds. Which we can assume will make the food last a little longer than if he was built like Lyle Alzado.

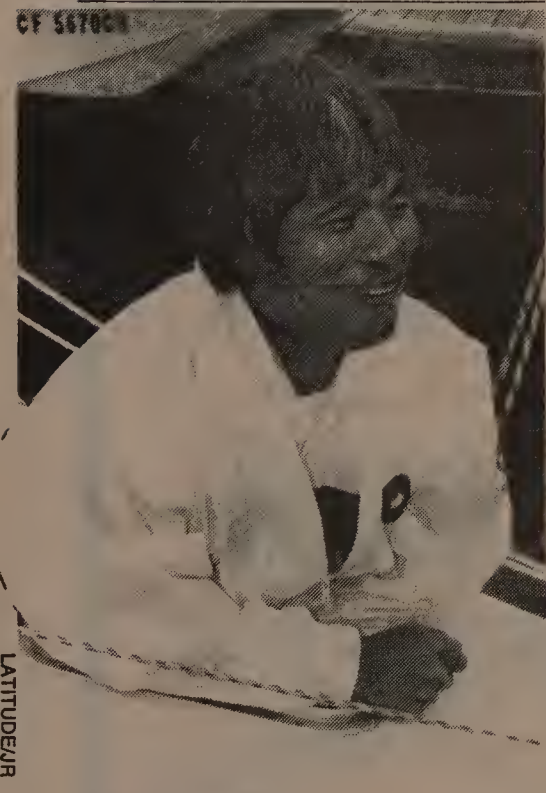
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creative boat

Say you want to buy an expensive sailboat, a \$250,000 beauty, but don't have a job or assets. Even the most creative private lender is going to have trouble justifying such a loan. You'll have no choice then, but to turn to the United States government.

That's right, Uncle Sam will be glad to pay you up to \$250,000 — for "original information" that allows the Feds to intercept a drug shipment. The money, if any, comes from the sale of assets confiscated by the government in the case.

No, you don't have to move to



Kenichi Horie.



financing

traditional drug smuggling destinations such as South Florida or Southern California to stand a good chance to collect. According to Customs Service agent Steven Jeffery, the sparsely populated Northern California coast from Fort Bragg to the Oregon border has become "prime country" for landing smuggled pot and cocaine. In a recent interview with the *Chronicle*, Jeffery said, "At any one time there are 50 tons of Southeast Asian marijuana waiting to be smuggled into the coast via vessel."

Last December, for example, a
cont'd center of next sightings page

it's there — cont'd

Actually, since we missed lunch that particular day, food was foremost in our thoughts as we tried to sneak in questions about the trip through interpreters. Being in a definite minority — 80 percent of the newspeople attending the conference were Japanese — that sometimes took awhile.

So when the interpreter said that, though he was planning to catch fish, he was taking enough food to last 150 days even if he didn't catch any fish . . . well, we thought it an error in syntax. But no, SFYC's spokesman Joe Knowles said, that was correct.

On a 9-foot boat? Come on. . .

But there we were, judging the cover again. When we got a peek below, we saw that it was true. And contrary to what you might think, it wasn't all rice and freeze-dry, though that would make up much of his diet. The fact was, there was a good bit of canned stuff, too. Stored low both centrally and under the bunks/settees, their weight specifically augments the 550 pounds of keel. In fact,
cont'd on next sightings page



LATITUDE/RICHARD

SIGHTINGS

it's there — cont'd

when Horie uses enough of it up, he must replace the lost weight with plastic bags full of water. Cooking is by means of a Coleman propane camp stove — the only item aboard marked "Made in USA" — and fresh water comes from a manual watermaker. (Which if he's thirsty may give him arms like Alzado by the time he gets home.)

Other amenities include a head, totally internal steering and sail controls, autopilot, Satnav, Loran, HAM radio (all powered by a single battery charged by solar panels), enough room to stretch out on either side of the little boat, and a nifty sliding seat arrangement that will allow him to sit partially outside the "main" hatch sort of like a tank driver. He also has a tape deck (though he didn't know what music had been put aboard). Curious fittings fore and aft proved to be videocam mounts, which will enable him to film a documentary of the trip.

By the time we got done with the "tour," we realized he had more stuff on that boat than we had aboard our old 29-footer when we lived aboard a few years back. And he had a lot more space left over, too.

To be sure, there is a good deal of publicity stunt in the effort. He's doing it basically "because it's there," and the trip is being sponsored by Asahi Newspapers and WINX clothing. But what's wrong with that? With the recent Cape Horn sorties and the latest America's Cup upset, 1989 seems to be shaping up as the year to do things "because they're there."

If Horie makes it — and we have every reason to believe he will; this is a very well researched and planned trip — Mermaid will be the smallest boat

cont'd on next sightings page

financing

sailboat moored in Humboldt County's Shelter Cove was found to have six tons of pot aboard. Although unattended at the time, authorities are bringing Kiwi Peter Cree to trial on the case in May and are looking for Christopher Haug.

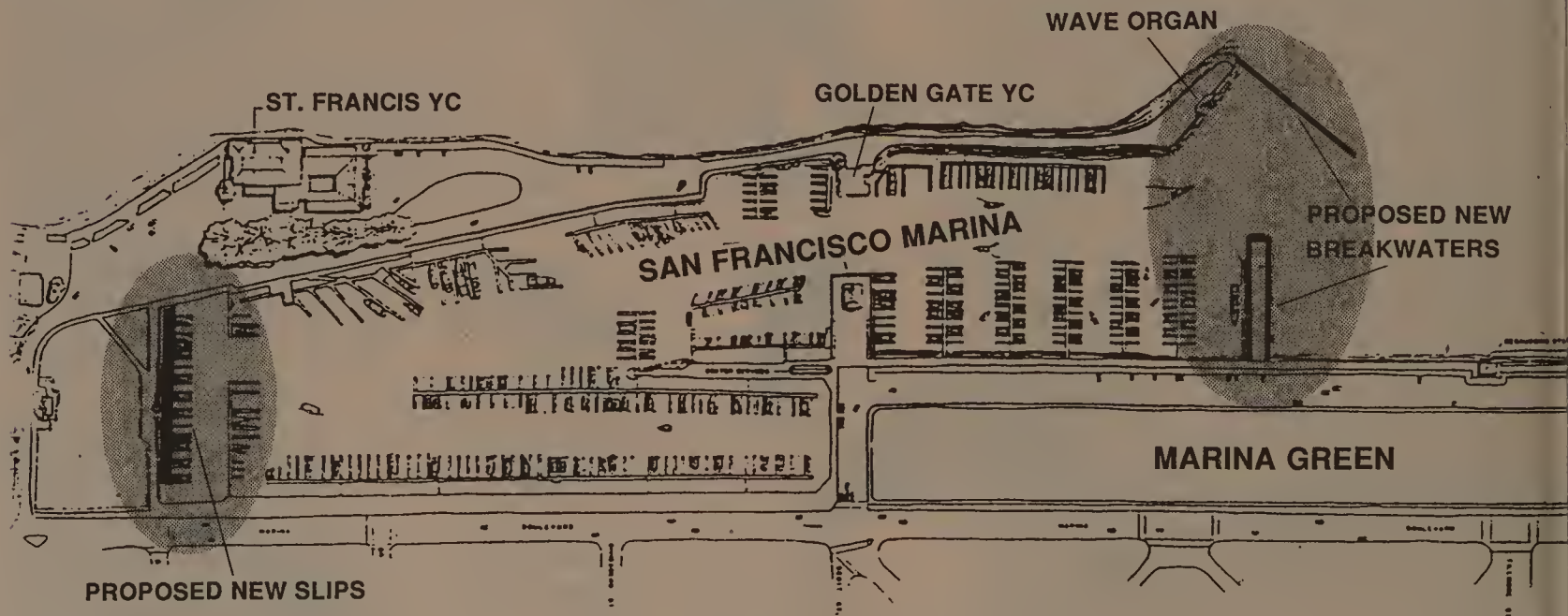
It matters little that you didn't cash in on that case. Authorities suspect they stop less than 5% of the drugs smuggled into the Northern California coast. Many times authorities visit isolated beaches to find the tell-tale footprints and dinghy tracks of smugglers.

Apparently the most popular method of smuggling the drugs is to have them waiting off the coast aboard mother ships. When it's thought the coast is clear, the drugs are brought to or near the shore

keeping up

Alameda naval architect Carl Schumacher is swamped with work lately — a pleasant dilemma, to be sure. "I've

THE BAY



San Francisco Marina

MASTER PLAN*

*SHADED AREAS SHOW PLANNED NEW CONSTRUCTION

— cont'd

aboard varying kinds of craft. Some North Coast fishermen are suspected as playing either direct or indirect roles in the smuggling.

Smuggling in the North Coast has become so common that Operation Trinity, uniting 26 law enforcement agencies, was established in August to try and stem the tide. A group of Shelter Cove residents were given tips on how to identify smuggling activity; the government would be delighted to pass them along to you.

Maybe the best way to stop the flow of drugs is not a negative "just say no to drugs" campaign, but a "just say yes to \$250,000 rewards". You know your odds are better than with the lottery.

with carl

been burning the midnight oil," admits Schumacher. "That's the way it is in this

cont'd center of next sightings page

it's there — cont'd

that's ever done it. At least that he or we are aware of. Apparently, there was one tiny boat that he read about a few years ago that sailed most of the way around the world, but he doesn't know if it made Japan or not. Just in case, that's why *Mermaid* is 9.2 feet long instead of 9.3.



"Wave Organ Beach" is due for dredging soon.

san francisco marina plan

Depending on who you talk to, a plan to improve San Francisco Marina has either cleared its first hurdle or been stopped dead in the water. Parks and Recreation and the Department of Public Works, who came up with the proposal, feel confident of the former. A group of San Francisco residents who live opposite Marina Green claim the latter. Why no one is exactly sure was blamed on an oversight at an April public meeting about the plan — somebody forgot to bring microphones, so half the time you couldn't hear who was saying what.

Oh well.

The focus of both groups' passion are the new breakwaters proposed for San Francisco Marina's west and east (Gas House Cove) harbors. The shoreside residents feel the construction, especially of the 12-foot-high outer jetty in the west harbor breakwater and the 30 to 50 additional slips right under it, will spoil their view, not to mention further congest this often congested area. Using a figure of five people for each newly berthed boat (what with friends, workers and so on), they pointed out that the expanded parking facilities — about 60 spaces — wouldn't come near accommodating the extra traffic.

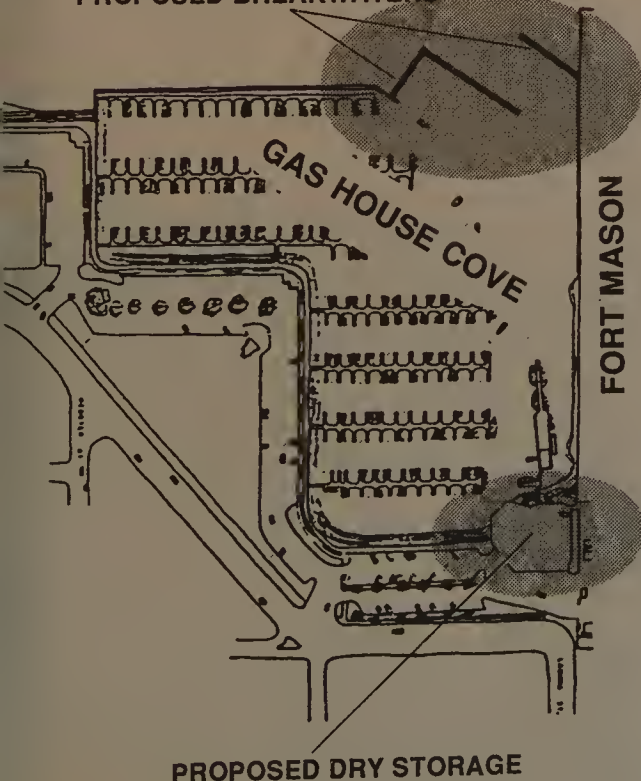
It was the boaters, not landlubbers, who expressed reservations about the new "baffled" breakwater extensions proposed in the same plan for the entrance to Gas House Cove. In any wind or current, that entrance is narrow and tricky enough as it is, they claim (and we'll concur).

Officials took both party's comments "under advisement," but insisted that it was work that must eventually be done. Both harbors suffered major damage in last December's savage easterly storm; such improvements would minimize the likelihood of a repeat performance. Also, with facilities in both harbors relatively unimproved since 1963, the Marina is due a major facelift.

Other plans for the area include: dredging the beach at the St. Francis end of SF Marina and the installation of new slips there; a new harbor master's building and restrooms; upgrading of many existing slips; and a hoist and dry storage facility at Gas House Cove. Without setbacks, work would begin later this year. (Dredging of "Wave Organ Beach," though somewhat

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PROPOSED BREAKWATERS

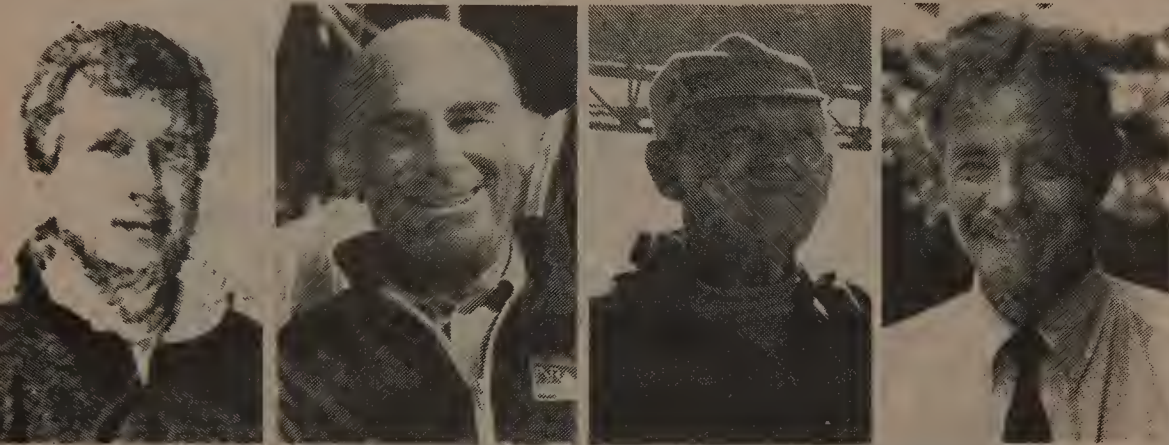


SIGHTINGS

marina plan — cont'd

related to the current plan, is scheduled to commence within a few months.)

The improvements will cost \$14 million, which will be funded, as the Parks Department outline says, "from berth rental fees and revenues from existing concessions located in the Marina. In order to fully implement this Master Plan, a berth rate increase of approximately 40 percent can be anticipated." Which may yet be another bone of contention between residents (the boating kind) and planners.



Above, left to right, Randy Short, Irv Loube, Dave Allen, Colin Case. Right, Great News at the Kenwood Cup.

admiral's cup '89: the belvedere bunch

It's a small world. This year's U.S. Admiral's Cup team has finally been selected: Irv Loube's Farr 40 *Bravura*, the Farr 50 *Great News* and the Farr 40 *Sagacious*. As it turns out, all of the charterers/owners and most of their crew are from the Bay Area. Actually, it's even more incestuous than that: the four main players all live, or at least hang out, within a frisbee throw of each other in Belvedere.

"We could have a block party in England this summer," laughed team captain Randy Short, who has chartered *Great News*. "I live next door to Irv Loube's weekend house, and Dave Allen — who has co-chartered *Sagacious* along with Colin Case — lives a block away. And Colin keeps his boat, *National Biscuit*, just down the road at San Francisco YC!"

All hometown bias aside, this looks like the most exciting Admiral's Cup team the U.S. has put together in a long time. That we even have a team is mildly miraculous: until mid-April, things looked pretty grim for the U.S. prospects at the July 23-August 12 international regatta in England. Short had stopped construction on his latest *Sidewinder* ("Why own a one-event boat? What could I do with it afterward?") and John MacLaurin had withdrawn his One Tonner *Pendragon*. Only *Bravura* was solidly committed to the effort. "Frankly, we were about ten days away from pulling the plug," explained Short, who campaigned two different *Sidewinders* in the last two Admiral's Cups. "Things just weren't coming together, and there's absolutely no point in showing up over there without a top-notch team. I went to Chicago to meet with the USYRU offshore committee in late March, and we contemplated abandoning the project."

Fortuitously, just the opposite happened. Short, an entrepreneur with many contacts in Australia, managed to put a potent Admiral's Cup team together almost overnight. Here's how it came about: Australia, one of the few countries that hold their Admiral's Cup trials early, finished a fluky and controversial selection process on March 12 off Melbourne. Their team will consist of two new Farr 40s, *Joint Venture* and *True Blue*, and a Farr 43 called *Madeline's Daughter*. A lot of good boats didn't make the team, including *Great News* (which won Class B at the Big Boat Series) and *Sagacious*, which finished fifth in the '88 One Ton Worlds in spite of breaking her mast in a buoy race.

Short heard through a friend Down Under that the two hot boats might be available, and after a flurry of phone calls to Australia, personally committed to chartering the boats. It turns out that Short got more than just

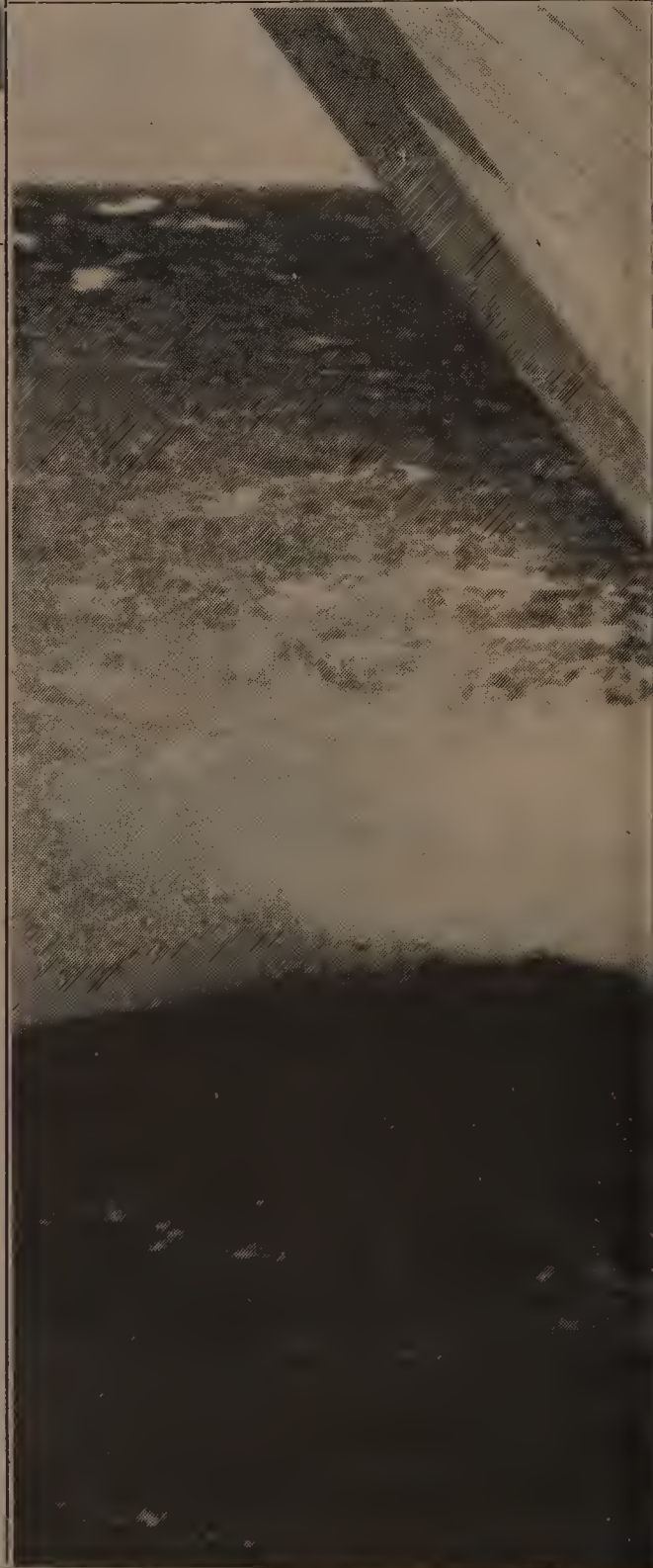
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keeping up

business: either too much or too little!"

The main project coming off his drafting tables these days is a custom 50-foot light displacement IMS boat for Oakland residents Jim and Sue Corenman, who currently own the Nordic 40 *Wild Goose*. The boat will weigh 22,000 pounds and be similar in concept to Schumacher's successful Express line of racer/cruisers. Concordia Yachts of South Dartmouth, Mass., will begin working on the as yet unnamed boat (G2 is its "working" name) in August; launching is slated for March of 1990.

"We're really excited," says Jim



— cont'd

Corenman. "We'll use the boat for the local fun races, and for racing to Mexico and Hawaii. We wanted something that'll get us there fast, and then be comfortable for the two of us to cruise afterward." Jim, currently a principal in a medical electronics company, and Sue, who works part time for Pineapple Sails, plan to sneak away on an "extended cruise" sometime in the next few years.

Another iron in the Schumacher fire these days is the Alerion-Express, a 28-foot design that is currently going into production back at Holby Marine in Bristol, cont'd center of next sightings page

admiral's cup – cont'd

boats in the bargain: the owners (David Forbes and John Calvert-Jones of *Great News*, and Gary Appleby of *Sagacious*) will be on board, as will many of their key crewmen. "That's fine with us," says Short. "They know their boats really well, and they're super-competitive people. Plus, they're eager as hell to beat their countrymen!"

Short next contacted his neighbor Dave Allen, also a veteran of two Admiral's Cups, one each with his *Improbable* and *Imp*. Allen was delighted to be asked to charter *Sagacious* for the Admiral's Cup. In turn, Dave brought in Colin Case, who likewise recognized an opportunity when he saw one. One of Randy's next phone calls was to Tom Blackaller, who signed on as the skipper of the *News*. The American half of that crew will include Steve Taft and others from the old *Sidewinder* gang. Allen and Case, in addition to themselves, are supplying only a driver and a foredeck man to the *Sagacious* cause. "We're still 'interviewing' candidates," said cont'd on next sightings page



LATITUDE/RICHARD

SIGHTINGS

admiral's cup - cont'd

Case. The *Bravura* crew, which should be pretty well oiled after the One Ton Worlds in Naples (May 11-19), will likely include driver Robbie Haines, along with four Northern Californians: Irv, Peter Cameron, Dennis George and Scott Easom.

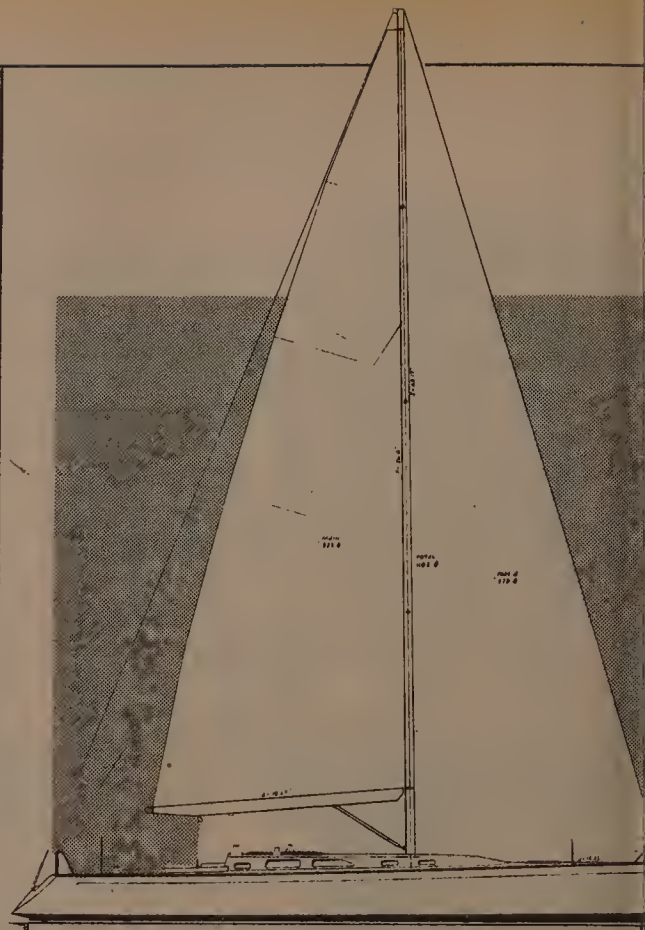
"I'm thrilled it all came together like this," said Loube, who's been focusing his *Bravura* campaign on the Admiral's Cup for over a year now. "We're all completely jazzed," enthused Short. "It's the best Admiral's Cup team I will have served on."

The "Belvedere Bunch" is currently beating the bushes for sponsorship money in both the U.S. and Australia, though, in Short's words, "We're committed to going with or without it." Meanwhile, the two Aussie boats are being packed up and readied for shipping to England. They'll arrive in mid-June, leaving plenty of time for preparation and practice before the prestigious ocean racing championship.

We'll keep you posted on this "great news". Personally, we think some "sagacious" choices were made on "short" notice, and that we can look forward to a "bravura" performance from our U.S. Admiral's Cup team next August.

sub-human project

Okay, right up front we admit that the following story has practically nothing to do with sailing. But at this point, shunning established format
cont'd on next sightings page



The new Schumacher 50.



keeping up - cont'd

Rhode Island. The prototype of the graceful and deceptively fast boat ("She's traditional looking above the waterline, but has a modern underbody," explains Carl) was built in Florida and now, after sea trials, the decision has been made to "take it public."

Meanwhile, the royalty checks keep coming in from Schumacher's previous hits, such as the Olson 911S (which Ericson is now building) and the Lightwave 48s and 395s, which are multiplying monthly in England. Carl's latest commission — one he's thrilled with, but reluctant to talk much about — is for a full-on 70-rater sled for a Bay Area IOR owner.

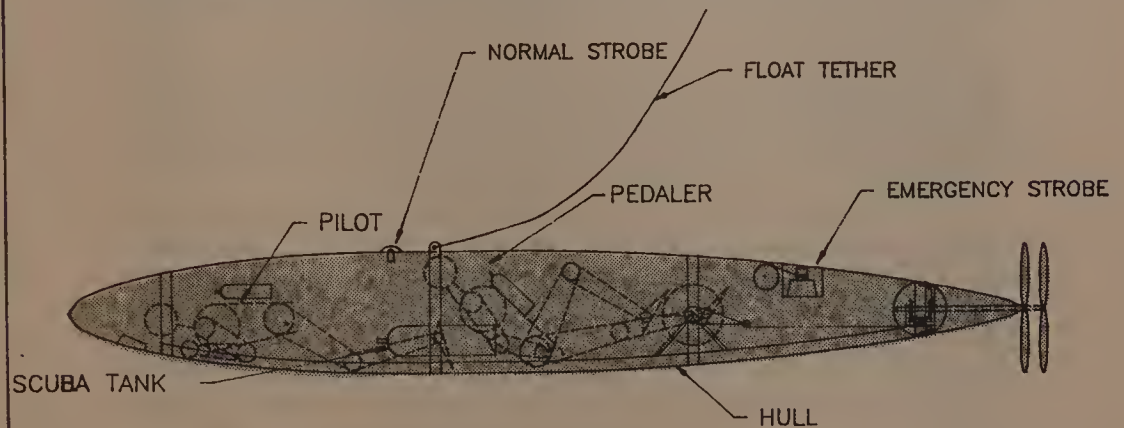
Needless to say, all the work has cut drastically into Schumacher's summer racing schedule, the highlight of which will be the Catalina Race on Paul Berger's Lightwave 48 *Decision*. "I wish I had more time to go sailing," admits Schumacher. "But actually, things are going pretty well."



sub-human - cont'd

has become second nature around here and besides, why spoil the beauty of something with the logic of it?

Which is a roundabout way of introducing the Sub-Human Project, a human-powered submarine that a group of engineers from Mare Island Shipyard hope will win the submarine races in Florida in June.



With consistency so important in a design of this type, sub-standard accommodations were a natural choice.

As you'll see, there are some sailing connections to this tale, tenuous as they may be. For example, several of the 10 engineers currently involved in the project do sail in what little spare time they currently have. Two, Brian Copp and Steve Easley, are regular crew on Ryle Radke's Annapolis 44, *Severn*, a fixture of many years in HDA's Division K. The rest came to the project through being acquainted at the shipyard. In the last nine months, though, they've all gotten to know each other really well: several evenings a week and on weekends — much to the consternation of wives and girlfriends — they can usually be found in Carman Norfleet's garage in Suisun, hard at work on "the boat."

The Sub-Human sub, about 85 percent complete at this writing, is 18 feet long, 28 inches wide, weighs about 300 pounds and looks more like the things they shoot out of subs than one itself. The molded fiberglass hull is augmented with plywood bulkheads; a plexiglass nose and windows; fore and aft dive planes made of scrap lumber; and a Rubé Golbergish power train consisting of a cut down bicycle frame and pedals hooked via chain to an articulating gearset turning two opposing propellers. To steer, the whole gearbox/propeller assembly pivots from side to side; there is no rudder. The completed sub, scheduled for launch in a neighborhood swimming pool in mid-May, will hopefully achieve a flank speed of about 4 knots in open water.

"One of the original members of the team saw an ad for the race in a trade publication for submarine builders last fall," says project spokesman Dave Graser. "When we discussed it in the lunch room, it turned out many of us had done related projects in school — I'd designed an underwater bicycle and Tom Pratt had designed and built the propellers we've ended up using. We decided to go for it."

Pending approval of one other design, the Sub-Humans may be the only "freelance" entry. At this writing, 17 of the other 18 boats are being designed, built — and funded — by such prestigious institutions as MIT, Lockheed, the U.S. Naval Academy, Cal Poly (entering two subs), and Florida Atlantic University, co-sponsor (with H.A. Perry Foundation) of the race. Although they've had contact with some of the competition, Dave says everybody is being pretty secretive. "One thing I have found out is that our boat is the longest and narrowest entry," he says.

The Sub-Human team, which underwent several changes of personnel in its first few months, has pretty much stabilized at 13, counting the driver and "engine". The remainder not mentioned above are Bruce Richards, Kim Houston, Dave Hahn, Mark Keane, George Merrill and Bob Hadden. Knowing they needed both strength and stamina to be really competitive,

cont'd on next sightings page

sub-human - cont'd

they recruited cyclist Chris Reno, who placed second at the International Human Powered Vehicle Race in Visalia last year, to supply the muscle. The "woman driver" (and one of few females still talking to these guys) is Chris' girlfriend; Angie Niles, an accomplished cyclist herself. Wait! Here's another sailing connection: Angie's brother once won the El Toro Nationals!

The races will take place June 23-25 off West Palm Beach. Format will consist of 200-Meter sprints for all boats, which will determine "seeding," then 1 kilometer "match races" between two boats in quarter, semi and final heats. Rules restrict racing depth to no more than 7 meters, and require all entries to be "wet" subs (that is, they are always flooded while in the water) and positively buoyant when you stop pedalling.

Most of the rest of the rules are geared toward ensuring the required two crew members live through the experience. Though none of the building team needs special permits or licenses to do what they're doing, Chris and Angie are currently working on their SCUBA certification — breathing is by "bottle."

The time trials should be pretty straightforward: Angie just points the thing and Chris pedals like mad. For the match racing, however, the Sub-Humans feels their combined sailing experience may be a real asset. "It will be a 'running start,' for one thing," says Dave. In fact, except for the human-powered aspect, he feels the overall strategy might be a lot like sailboat racing — "just in three dimensions instead of two."

The Sub-Humans are in it for the challenge and, as their name suggests, the fun. Dave admits that if — sorry, *when* — they win the \$5,000 first prize, it will cover only about a quarter of their expenses. Aside from some local backing — an area TV station is helping out with publicity, and Original Steele's Dive Shop in Concord is lending them SCUBA tanks and related gear — so far funding for the project has come out of their own pockets. "We'd definitely welcome sponsorship," says Dave. Until then, the team is doing its own fundraising via some nifty "Sub-Human Project" T-shirts. They're \$12.50. If you want one, call Dave Graser at (415) 687-4139 (eves.), or Carman Norfleet at (707) 427-1324. For results of the race, see the July issue of *Latitude 38*, the sailing mag that boldly goes where no sailing mag has gone before . . .

fight back! don't get ripped off!

No, we haven't heard from David Horowitz. But if he sailed, and he lived outside Northern California, he probably would have joined in the hate mail by now. Like everybody else, he would be complaining that he was being charged a whole \$1 or \$2 for *Latitude 38*.

Sigh.

Okay, we're busted. We admit it. No need to wait for *60 Minutes*, or even the *National Enquirer*, because we're going to tell you the whole vicious, stinking, sordid truth right now. After more than a year of surreptitious brainwashing by commie pinkos disguised as neighboring antique dealers; and being forced to listen to Donald Trump motivational tapes for hours every day while watching the gardener in the neighboring apartment complex do strange things to his dog with a fork, we became utterly consumed by greed. Without warning, we gleefully decided to rape, pillage and plunder our loyal audience by gouging them for copies in Southern California and the Pacific Northwest. And while we were at it, what the hell, let's charge all the chumps more for subscriptions, too.

Months later, having shed the last vestiges of any human dignity, we were wildly blowing those scammed millions on fast boats, faster cars, wild women and wilder drugs. We boasted proudly that we had no idea even what state the Betty Ford clinic is located in — nor did we care!

Then, just like all those stories we read in *People* every week, the wild ride started downhill. Our families were gone, our lives ruined, our own dog covered with fork scars. Life wasn't worth living anymore. Before we realized the error of our ways — about two sentences ago — and thought of a way to redeem it all, we were seriously contemplating sailing our decadence-besotted selves into the path of an oncoming freighter and, taking

cont'd on next sightings page

crew parties —

We'd just thrown this latest issue on the barbie when in walks this guy with a funny accent — he turned out to be Australian — looking for a cruising boat going anywhere.

Our reply: "What are you doing tonight?"

Judging from his puzzled, slightly horrified expression, we could see he was rapidly forming the wrong ideas about our editorial staff, so we hurried to explain.

"The Crew Party is tonight," we said. "Just show up at the Corinthian Yacht Club at about 6. You'll need \$5 to get in, but if you're looking for a boat, it's the best place to go all year."

Sure enough, later that evening the guy — Paul, we think it was — showed up. We don't know if he ever found the ride he was looking for, but when last seen he was happily chomping chips and salsa in the company of two attractive young women.



coincidence or design?

Everybody else seemed to be enjoying the company, too. The record 400-plus folks who attended this year had a lot to talk about with each other, judging by the din. We overheard several crew-skipper negotiations in progress as we elbowed our way in for some chips and sandwiches of our own — even more as we sidled sideways into the bar. And that was just inside. Most of the action took place outside because it was too bloody hot that first week in April to be comfortable anywhere else.

Despite Paul, the smiles and what eventually turned into our most successful Crew Party ever, we have to admit it was a bitter-sweet evening for us — Karen wasn't there. That's Karen Bengsston, the former general manager here at *Latitude*. Watching lust-struck sailors offer "I'll sail anywhere you

cont'd center of next sightings page

one final hit of Jack Daniels, ending it all with our boots, er, Topsiders on.

However, now we plan to fire the staff, sell the magazine, divide the money up and send equal shares to all our readers. We will then spend the rest of our lives in the Peace Corps — no monastery would touch us and we're too old for the Army — trying to repay our debt to society. In our free time, we will continue to write articles for free for anyone who wants them.

Now are you happy?

Sorry if we seem a little over-sarcastic about this. It's just hard to relate to people who get so angry that they can actually write nasty (not indignant — nasty) letters about how they'll never read us again, stick it where the sun don't shine, etc. For one or two bucks? Last time we were in the local chandlery, we spent more than that for a half-dozen screws.

Interesting behind the scenes magazine facts: Ever since *Latitude* started a dozen years ago, we have picked up the tab for printing and shipping bundles of magazines to outlets in and out of the Bay Area. However, with the costs of everything from printing to paper clips going up all the time, we have lately had to start watching our pennies more closely. One of the ways we do this is to ask out-of-area outlets wanting to carry the magazine

cont'd on next sightings page



fight back — cont'd

to pay \$1 per issue, which barely covers the costs of printing, much less shipping and distribution. The merchant then has the option of charging \$2, the price tagged on the cover — actually *making* money — or discounting to simply cover his \$1 per issue cost.

Latitude, however, doesn't make a dime off this. In fact, when you add up processing and shipping, we still end up in the red, though it's a considerably lighter shade of red than before. And yes, you, the out-of-area consumer, have to shell out a buck or two. If it makes you feel any better, this and other cost-cutting measures have allowed us to maintain a quality product and our dedicated *Latitude* "family," and to venture into the 20th century via desktop publishing.

It is worth reminding all our readers that *Latitude 38* started out as a regional publication. While it's nice to be known and appreciated outside Northern California, our advertising base is still local. We will continue to distribute the magazine free in the Bay Area.

may days — you gotta regatta!

If we *had* to pick a favorite month of the year for sailing, May would be a serious contender for a number of reasons. For instance, no matter how much "winter" sailing we've done, there's always a feeling of newness in May: the weather is usually hinting at the warmth to come, the wind machine is settling into its predictable summer hum, and the quilting of wildflowers on Alcatraz and the Marin Headlands always heralds "new season" to us. Even the return of the fog is like seeing an old friend again.

May also marks three of the most unique organized sailing events in Bay Area sailing, in fact in sailing anywhere. A notable facet to their uniqueness is that they are as big a kick for those who prefer to watch sailing from land as to those who like to sail. Here's a quick preview:

May 6-7 — If you've ever wondered what the sailing community would look like as a ghost town, wander the docks around the main Bay on May 6. All those empty slips will belong to the 700 boats sailing in the **Vallejo Race** — up on Saturday, back on Sunday. How big is this event? Try 120 volunteers; the largest raft-up anywhere; 2,800 skippers and crew; 1,000 to 2,000 guests and friends, 2 bands, 750 dinners; 50 kegs of beer — and enough cans of brew to put your local recycler's kids through med school. Is it any mystery that the Vallejo Race, traditional season opener for the last 89 years, remains secure in the record books as the largest inland sailboat race in the nation? By the way, those 700 boats entered break down into 33 one design classes, six handicap fleets and three IMS fleets.

The Vallejo Race is also one of the best of the year to watch from land. Unfortunately, a lot of the land is not exactly accessible unless you work for one of the oil refineries around Pt. San Pablo. The Richmond-San Rafael Bridge also affords an excellent view of the procession of spinnakers on Saturday, but the CHP frowns on you stopping there. The primo legal spot, or so we've heard, is East Brother Lighthouse, the little bed and breakfast inn on the island at the entrance to San Pablo Bay. Most of the boats pass within a stone's throw of the place, and the small crowd (actually the largest of the year for the place) always seems to enjoy watching us all go by. (Reservations are usually booked by now, but if you have friends that might enjoy it, the Lighthouse's number is in the phone book.) Be sure to give them a wave and smile when you go by.

May 27 — One of the longest-running and classiest sailing events of any year or place, the **Master Mariners Regatta** is both a showcase for most of the beautifully restored classic yachts on Bay (and from as far away as Southern California and Seattle) and one heck of a boat race. This year, more than 110 yachts of all sizes and descriptions — their only common bond that they were built or designed before World War II of materials used then — will have at it on Saturday. (The race has traditionally been on the Sunday before Memorial Day, but with a post-race party as legendary as the yachts themselves, these guys could use an extra day to recover.)

A special treat this year will be the participation of Harold Sommers' lovely *Wanderbird*, long a Master Mariner, but rarely a participant in the race in the

cont'd on next sightings page

coincidence

want — I'll even buy a new boat — just come crew for me!" and variations thereof used to provide endless entertainment for the rest of the staff.

The reason "the General" was absent was because one day she did accept an invitation to go daysailing from a Crew Partier. When

distress

As mentioned in last month's article on EPIRBs, electronic safety devices just get rescuers into the general vicinity of boats



— cont'd

she ended up doing fordeck on a Santana 35 with him for the last two One Design seasons, we knew it was getting serious. Little did we know how serious it would become: The very night of the Crew Party, former general manager Karen, ahem, *Toms*, was in the Caribbean on her honeymoon.

signals

in distress. The last link to rescue is often visual distress signals — flares, flags or
cont'd center of next sightings page

may days — cont'd

last few years. Look for the authentic "ELBE" on the foresail of this 90-ft schooner, identifying it as a turn-of-the-century German Pilot boat. Also of note, Terry and Patty Klaus' *Brigadoon* (once owned by Sterling Hayden) is this year's Master Mariners T-shirt boat. We note with hometown pride that she also graces the cover of the latest *Woodenboat* magazine.

Spectating this one is also a kick — and quite a show: last year, 40-knot winds swept everyone else off the Bay, but the 'Mariners just kept on truckin'. Best vantage points are anywhere along the Cityfront from Crissy Field to Pier 39, Yellow Bluff and Angel Island. Hardcore groupies like to watch the noonish start from around the St. Francis, then drive over to grab lunch and a spot at the rail on Pier 39.

May 27-29 — The first fully sponsored Bay Area sailing event, the **San**
cont'd on next sightings page



may days - cont'd

Francisco Volvo Regatta was a big hit in its debut last year. This year, a ton more sponsors have hopped aboard for the ride, including Fetzer Vineyards, Coca Cola, Svendsen's Boat Works and Pineapple Sails.

The races themselves are invitational affairs. This year, eight fleets — J/24, J/29, Etchells 22, Express 27 and 37, Folkboat, Knarr and Santana 35 fleets — some 190 boats — will compete in the five-race series on the main Bay.

For the best spectating of this one, try the same vantage points mentioned above for the Master Mariners, with a bias toward Pier 39. The only unfortunate aspect of this super last weekend in May is that some of the biggest thrills may come from watching the Volvo and Master Mariners fleets trying not to annihilate one another when their courses intersect.

By the way, part of Volvo's commitment to this series is to support the San Francisco Bay Sailing Association, which helps junior and Olympic-caliber sailors advance through the ranks. This time around, Volvo donated \$16,500 to SFBSA.

five years of *blackjack* and he never counted cards

Up here in Placerville, where the air is clean but the sea is far, far away, Bill Mott is putting the finishing touches on *Blackjack*, his beautiful 1930 Alden schooner. With the warm-up in weather, the blue tarpaulins have once again been pulled back — perhaps for the final time — to reveal the bright gleam of new paint and varnished wood. Down below, Bill's rough hand strokes mahogany finished as smooth as satin.

"It's not so much that I wanted to do all the work — I had to," says Mott, 61. "It was either that or take a match to the boat. It was that bad."

Bill and *Blackjack*'s paths crossed in 1979. Bill had sold his roofing business in Placerville to his son — "I didn't retire, I just quit" — and was living aboard a 40-footer in San Diego. There, he occupied his time racing and building boats, and doing deliveries up and down the coast. During one of those, he came across the big, green 55-ft *Blackjack* for sale in Calumet, Massachusetts. Seduced by those lovely Alden lines, he struck a deal and soon after had her sailing south.

"I figured I'd sail the boat back to San Diego via the Panama Canal," says Bill. Until Florida, all went as planned. Then he was offered another



Blackjack — before. . .

delivery, and decided the extra money would come in handy. He left the schooner in the care of friends and took off.

Halfway through the trip, though, the owners changed their minds about the delivery and Mott diverted to Swan Island off the coast of Hon-

cont'd on next sightings page

distress

smoke — that make rescuers actually able to see you.

Per Coast Guard regulations, all boats over 16 feet are required to carry visual distress signals that are visible at night. Boats over 26 feet must carry both day and night signals.

Like all federal regulations, the wording as to exactly what you should have aboard is a little ambiguous. For example, the day/night boats are supposed to carry a minimum of three night devices and three day devices — but you only need three total if they're designed for both day and night use. Hmmm. If you want our sage and irrefutably brilliant advice, if you're going offshore, don't "cheat" on this stuff. You don't need to go crazy, but if we had a buck for every story we've done of rescued people who wished they'd bought more flares, we'd have bought Tiburon and retired a long time ago. Here, culled from the Coast Guard's newest safety pamphlet "Visual Distress Signals," are a few more visual distress signal facts worth knowing.

- * Flares come in various incantations: parachute, hand-held, red sparkler. All have their advantages and disadvantages depending on conditions. Their strength is that most can be seen either day or night.

- * Orange smoke is great during the day — the little container floats and everything — but it's not much good at night or in high wind. Electric distress lights, such as personal or masthead strobes, can be seen for miles at night.

- * Pyrotechnics carry expiration dates, usually in the 42-month range. After that, it's time to shell out more bucks. But don't throw the old ones away. They're great as backups.

- * Handheld flareguns or other launching devices are considered firearms in many states. It's not a bad idea to treat

caught in the act

They say you never appreciate something until you're deprived of it. I'd have to say they're right.

On a recently completed cruise, our mail hadn't caught up to us for almost three months. When it finally did, the three *Latitudes* and I were inseparable for days. I couldn't seem to put them down!

One of the crew decided that this was unusual and noteworthy behavior and caught me in the act somewhere over the North Carolina shore.

Check out that fully battened main.

— ian huss

— cont'd

them as such, especially if you have kids aboard. Also, never fire flares straight up or at another boat. Angle your arm at 60 to 80 degrees and fire downwind when possible.

Also, don't start blazing away the minute you get into trouble. If there's no one around to see your flares or smoke, you're just wasting it. Save that itchy trigger finger until you're reasonably sure someone will see your signal.

* If you see a distress signal, the unwritten law of the sea requires that you go to the aid of the mariner(s) in distress. At the very least, contact the authorities on channel 16. Incidentally, the "Good Samaritan" clause in the Federal Boating Safety Act of 1971 states that a vessel that renders assistance at the scene of a collision, accident or other casualty "shall not be held liable for any act or omission in providing or arranging salvage, towing, medical treatment or other assistance" when the vessel operator acts in a reasonable, prudent manner. In other words, the guy whose life you save can't sue you because you banged up his boat.

* Additional distress signals include that orange flag with the black square and circle, but in all our years of writing about sailing, we've never run across a single person who's ever used one for rescue.

And finally, remember that one of the best non-regulation visual distress signals remains the old standby: wildly flailing arms. Other possibilities include signal mirrors, a gun fired at intervals (AK-47s are great attention getters), your boat's horn, an upside down American flag — or your VHF radio to just "talk" rescuers into your position. For a copy of the entire pamphlet, call the Coast Guard's toll-free boating safety hotline at (800) 368-5647.



blackjack — cont'd

duras. In one of those serendipitous situations so common to cruising, Bill loved the place, found almost immediate work as a carpenter, and ended up staying 3 1/2 years.



... and after.

Back in the States, Bill soon found out why you can't leave an old wooden schooner unattended in tropical Florida: *Blackjack* had sunk at her mooring! The friends he'd left in charge had hauled the boat back out, but the beautiful lady he'd sailed down from New England only four years before was now little more than a wreck.

"I paid \$30,000 for the boat, but when I tried to sell her, the best offer I got was \$15,000," says Bill. "And even that was withdrawn after the survey."

Bill decided, against his better judgment, that he couldn't let the old girl down. After all, her current condition was largely his fault. So he trucked her out to Placerville and began the long process of restoration, beginning with stripping the hull down to bare wood and replacing rotted planks. He finished it off by sheathing the hull in three epoxy-saturated layers of thin cedar veneer, capped by a coat of gleaming white paint. The interior was redone in Honduras mahogany.

The whole process took five years. The overall result is a pristine yacht ready for her next 70 years afloat. Plans are to put her on a truck soon for relaunch in San Francisco, where Mott hopes to shake her down in time for entry into the Master Mariners Race on May 27.

Then, once again, *Blackjack* will be up for sale. Bill and a friend are having a new, bigger boat built and plan to go into the charter business: Puget Sound in the summer; Mexico in the winter.

The only thing missing in the grand plan is someone to share it with, says Mott. "I'd really like to find a woman who's interested in sailing with me," he says. "But I guess that will have to wait until I'm back out on the water. These mountain ladies don't much go for sailing."

— mary freidrich

short sightings

AUCKLAND, NEW ZEALAND — Oops, better correct those charts! According to the Kiwis, a German scientific expedition to Antarctica discovered that the Australian-discovered Terra Nova Islands are not really islands at all. They're icebergs. It's a mistake the Kiwis probably won't let their Aussie neighbors forget.

SAN FRANCISCO — The Coast Guard is asking for public opinion on whether or not Golden Gate Bridge District ferries should be required to

cont'd on next sightings page

SIGHTINGS

short — cont'd

give passengers safety demonstrations before the start of each run. Boat drills explaining how to put on lifejackets and release liferafts would add about four minutes to each run. Since lost time means lost revenue during the busy commute hours, the Bridge District is opposing such safety drills — and the proposal that the number of liferafts on the ferries be tripled. Although the ferry system has been leaking money at a ferocious rate for years, none of the actual ferries has ever sunk.

BETHEL ISLAND — A bizarre dockside accident claimed the lives of two Campbell family members late on April 16. After his capsized boat had been towed to the dock and tied up, 41-year-old Gerald Huddleston dove in the water to untangle some lines. When he didn't surface, his 17-year-old son, Brent, dove in after him. Neither man came to the surface. A short while later, Gerald's body was discovered tangled in the boat's lines. Divers located Brent's body about 15 feet from the dock. As we go to press, cause(s) of death had not been revealed.

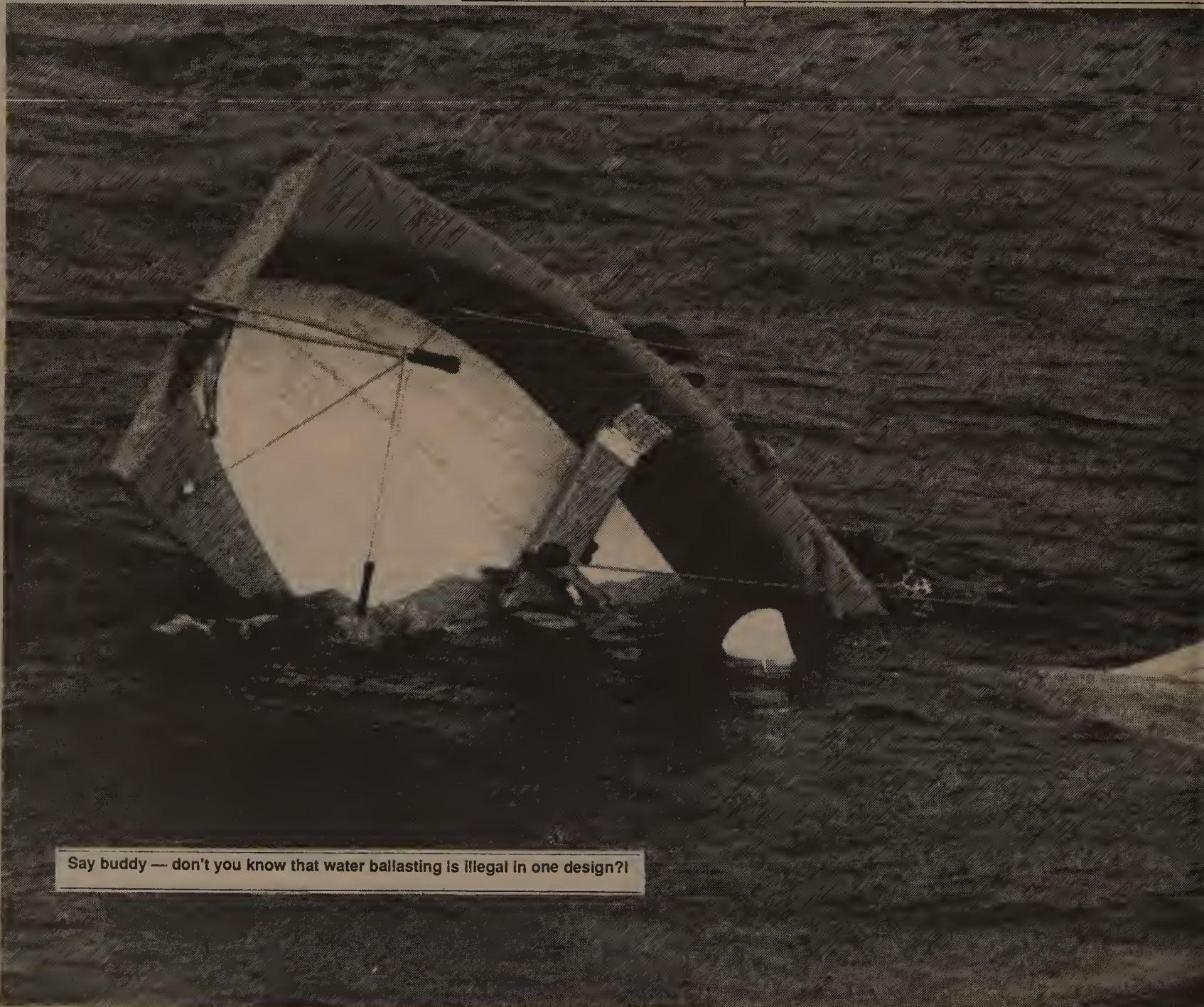
SAN DIEGO — In a case of humorous timing, Rolex Watch, USA, sent us a gift/review copy of *America's Cup XXVII, The Official Record 1988* —
cont'd on next sightings page

chris columbus and

As you will all know in plenty of time, the quinticentennial (500th anniversary) of Columbus' discovery of America is coming up in 1992. Judging from the amount of press releases coming across our desks, the only thing that may outdo the planned celebrations is Tammy Baker accidentally igniting her makeup warehouse, or nuclear holocaust.

A positive aspect of what will undoubtedly become a commercial extravaganza to end them all is the recreation of a tallship in the Bay Area, and with it an ongoing "working museum" dedicated to preserving wooden shipbuilding, restoration and the shipwright's art.

Having received word of the project literally within hours of completing this issue, we will only hit the high points. Look for more



Say buddy — don't you know that water ballasting is illegal in one design?!

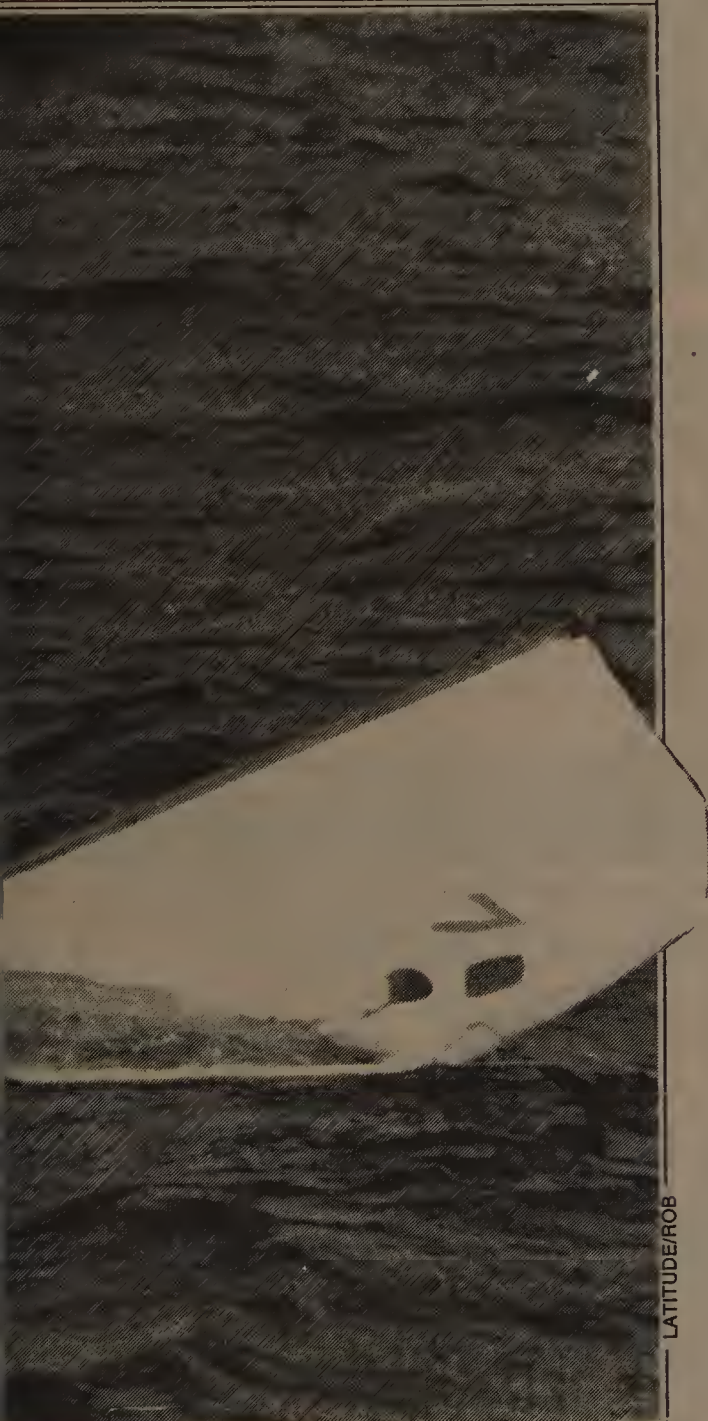
the tallship plan

complete news in the coming months.

* The ship to be built in time for a tallship gathering in July, 1992 in New York (and in October in San Francisco) is a copy of *Lurline*, a 135-ft brigantine built by Matthew Turner in Benicia in 1887.

* The ship repair and restoration facility will be named for Turner — the Matthew Turner Seaport. Actual site has not been decided upon, though Benicia is favored for its historical accuracy.

* Turner himself has been called "the most prolific sailing ship builder in American history." He built 238 ships of all descriptions and sizes, including several yachts. A half dozen still exist. Other facets to his colorful life include gold miner, cod fisherman and builder of the (at the time) world's largest pier for the San Francisco Wharf.



LATITUDE/ROB

short — cont'd

shortly after Judge Carmen Ciparick ruled the San Diego YC had to turn the Cup over to the Kiwis. The 148-page book, written by Roger Vaughan, is packed with details, anecdotes and hundreds of beautiful photographs. The seemingly pro-San Diego slant of the editorial is no mystery: The book was published by Dennis Conner Sports. It's as though the Japanese were allowed to write the "official" record of the attack on Pearl Harbor.

You can get your own copy of *America's Cup XXVII* by sending \$45 (\$5 off the jacket price) to DC Sports, 720 Gateway Dr., Ste. D, San Diego, 92102. If you'd rather have "famed international artist" Franco Costa's America's Cup '88 poster, it's also available from DC Sports at \$22.50 a pop.

SAN FRANCISCO — The jury ruled it wasn't a family affair. In February, a San Francisco jury quickly convicted Napa's Calvin Robinson of attempting to smuggle 43 tons of hash and 13 tons of pot into San Francisco Bay with the tug *Intrepid Venture* and a barge. Coming down in the Golden Gate, it was the biggest hash bust in history. Officials, who tend to exaggerate wildly, nonetheless put the total value of the run at \$1 billion.

On April 11, however, another San Francisco jury ruled that other members of the Robinson clan who served as crew, specifically son William, 25; stepson Wesley Bastin, 24; and nephews Frank, 25, and John, 23, were not guilty of smuggling. The defendants claimed that although they went 1,200 miles offshore to pick up the load, they had no idea that 1,700 bags contained hash or that another 1,200 boxes were full of marijuana. Either the four young men hoodwinked the jury or they ought to be recommended to the *Guinness Book of Records* for unprecedented levels of naivete and lack of curiosity.

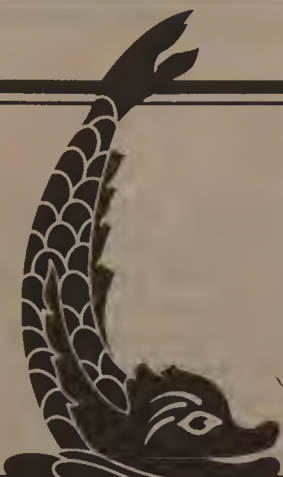
DANA POINT — Recreational boaters harrass migrating gray whales and are largely ignorant of guidelines for whale watching. That's the conclusion of a recently completed study by the Orange County Marine Institute in Dana Point, whose observers on commercial whale watching vessels monitored the activities of recreational boaters from January to March of this year. According to Harry Helling, director of Education, 26 whales were seen being observed during the period. Each whale had an average of 12 boats following it; one whale had 26 hovering around.

The institute also surveyed 94 recreational boaters in Dana Point, and found that 33% knew that 100 yards is the recommended distance from which to observe whales, and that 42% knew that such guidelines even exist. We think these percentages are remarkably high when compared with the number of Americans able to find England on a map or who know the name the Vice President of the United States. The percentages are especially high considering how seldom they are publicized.

It's *Latitude's* opinion that unless whales make the first move, they should be left entirely alone by recreational boaters and commercial whale watching vessels. Whales don't come into our bedrooms, why should we feel welcome in theirs?

OFF ANTARCTICA — B-9, the biggest iceberg ever accurately measured, is alive and well off the South Pole. Mapped by satellite, the big berg boasts a surface area about the size of Hong Kong — with all the tailor shops. It broke away from the Ross ice shelf 18 months ago and has been drifting around in a 620-mile circle ever since, so keep a sharp eye if you're sailing down around the area of 75 degrees South. Iceberg trivia: many sailors (including those aboard the ill-fated *Titanic*) say you can smell icebergs. They smell like snow.

CEDROS ISLAND — Northbound cruisers will be interested to know that if they encounter trouble near the "hook" of Baja, the best place to head is toward Cedros. The reason? The airstrip there is the only one in the area capable of handling Coast Guard C-130 Search and Rescue planes. If a helicopter needs to come get you from San Diego, it must refuel (via a fuel bladder carried down by a C-130) at Cedros before heading home. There is also a small medical clinic at the Naval garrison on the island.



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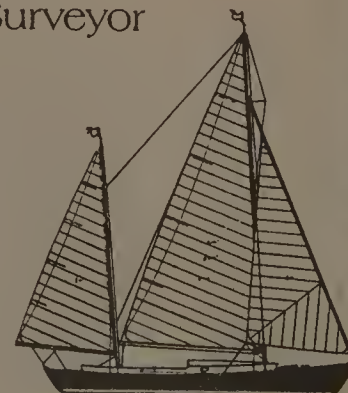
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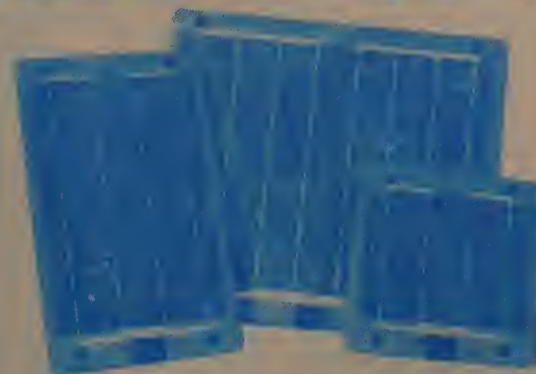


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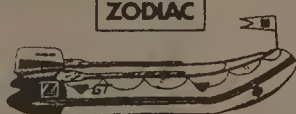
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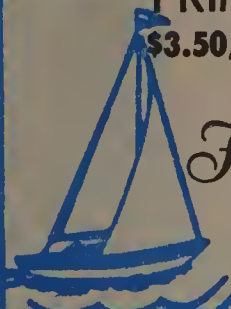
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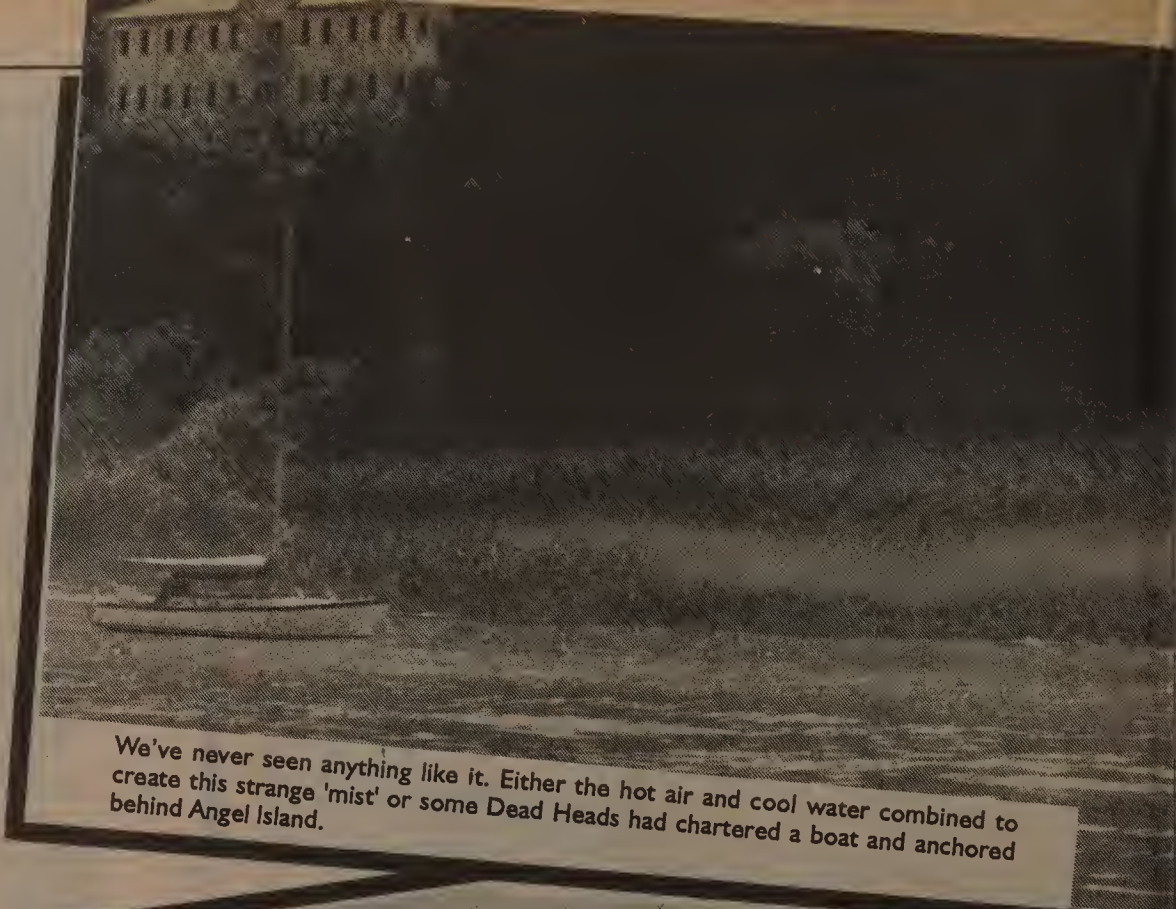
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HOT

For Hiram Gunn, long-time Northern California rock star, it was a case of bad timing. After a long winter of icy races, he decided he needed to go somewhere warm to thaw out. Wanting to play it safe with the weather, he grabbed the latest in a long string of ladies and headed southeast for an early April sailing vacation in the Caribbean.

The Virgins and St. Barts were their typically tropical selves, with delightful temperatures in the 80's. Even so, they couldn't begin to hold a thermometer to Northern California during the week of April 5 to 9. With a high pressure system centered over the west, the mercury soared to more than just unseasonable highs. Most Bay Area locations chalked up record marks for five straight days, as well as all time temperatures for the month of April. Blessed by an unusual offshore flow, San Francisco turned in a five-day hot streak of 88, 91, 92, 94 and 91 degrees.



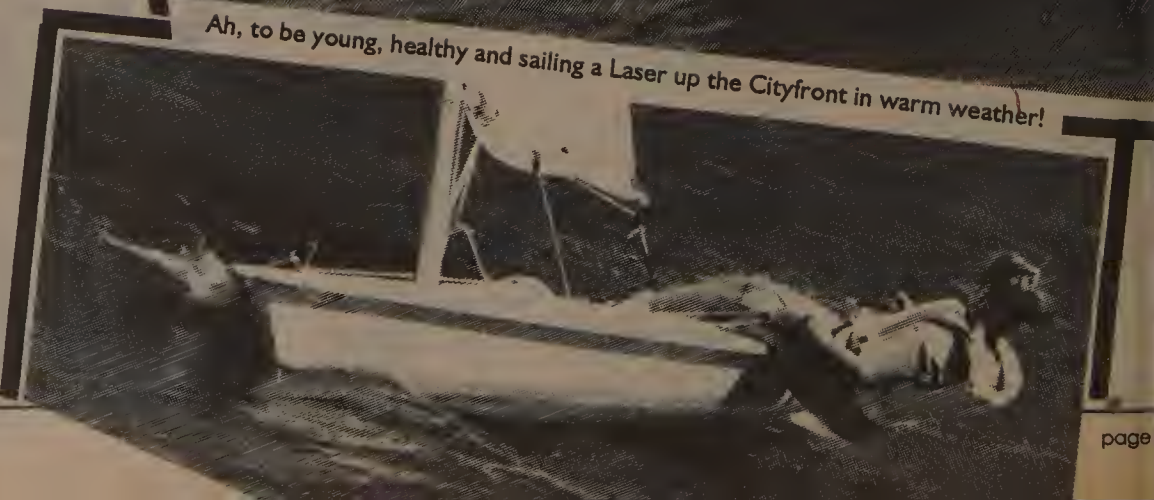
We've never seen anything like it. Either the hot air and cool water combined to create this strange 'mist' or some Dead Heads had chartered a boat and anchored behind Angel Island.



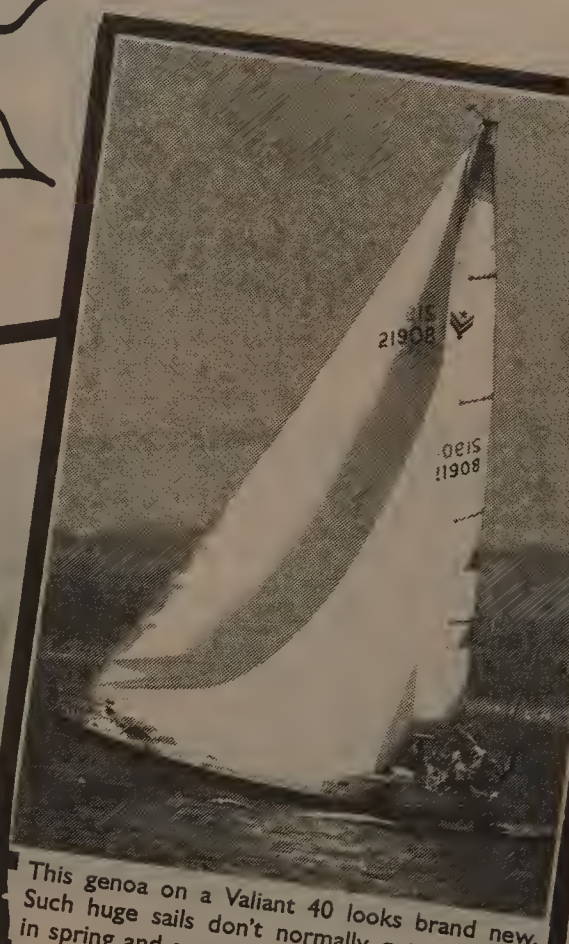
The official Budweiser Special is some flippably fast flat-bottom noisemaker. The unofficial sailing version is Barry Herman's Lapworth 40 Danzante. Watch out for her during Master Mariners!

We Bay Area life'ers know the usual hot weather pattern. Without warning, the weather turns warm on a Tuesday or Wednesday. We swelter at our various labors during the week, lusting for a cool weekend respite sailing on the Bay. Thursday is hot and Friday is hotter. The weather service guarantees sizzling weather "at least thru the weekend". But Saturday morning we wake up to fog as thick as Geraldo Rivera's line of patter.

But not this time around. The weekend of April 8 and 9 was hot, clear and fog free. Out on the Bay, sailors



Ah, to be young, healthy and sailing a Laser up the Cityfront in warm weather!

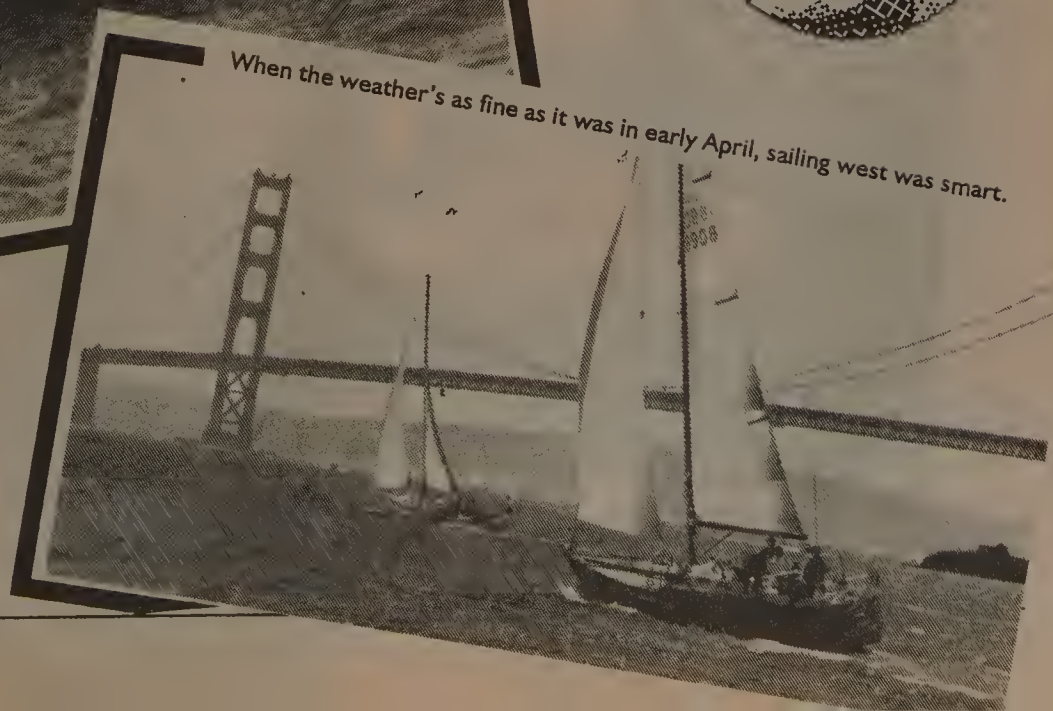


This genoa on a Valiant 40 looks brand new. Such huge sails don't normally get much use in spring and summer.

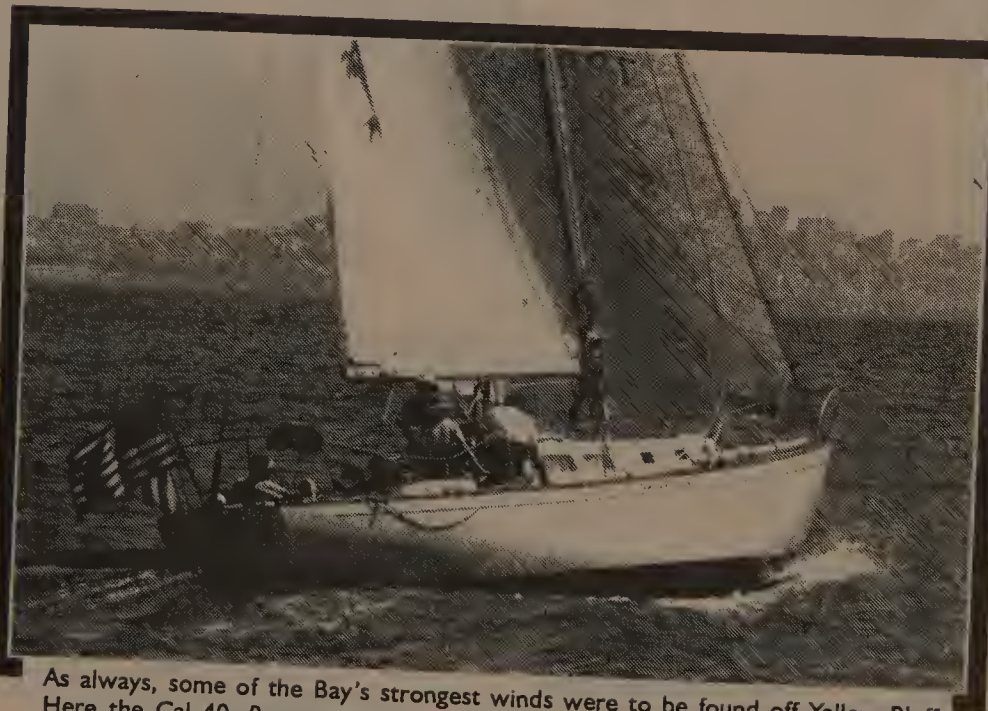


When the weather's as fine as it was in early April, sailing west was smart.

We don't know who owns the Hans Christian 43, La Scala. But whoever does sure keeps her extensive woodwork looking sweet. With her sails trimmed perfectly, she was as lovely a sailing sight as was to be found during the heat wave.



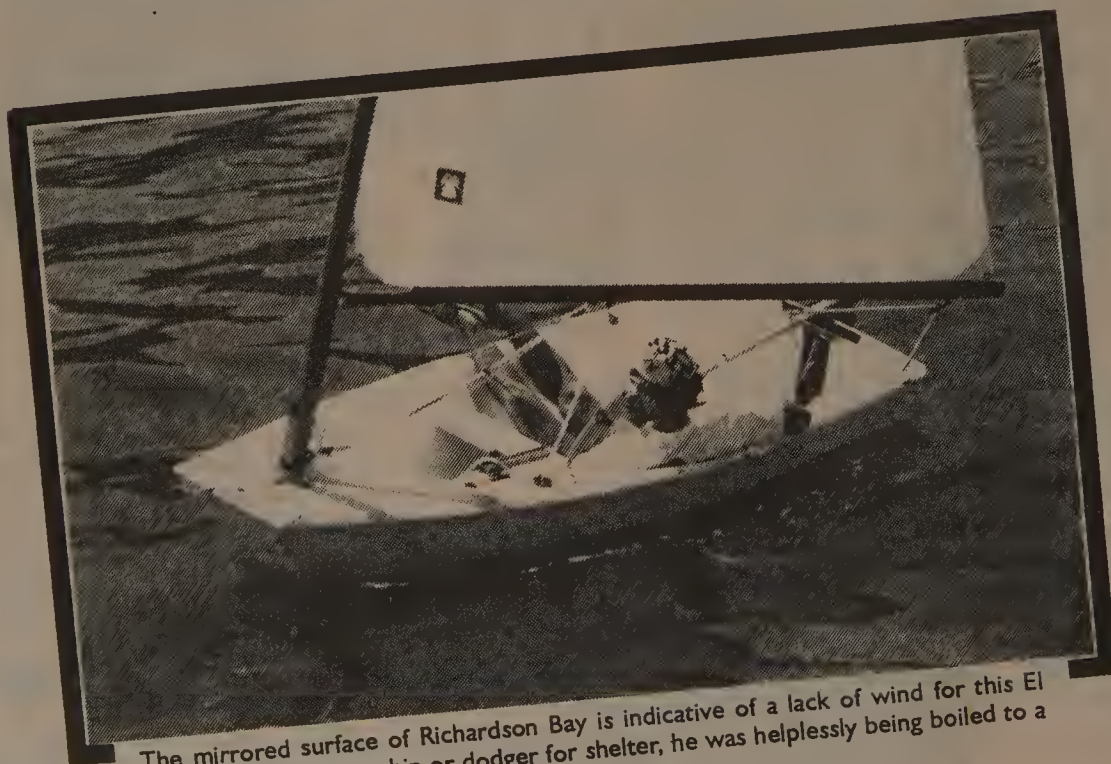
HOT



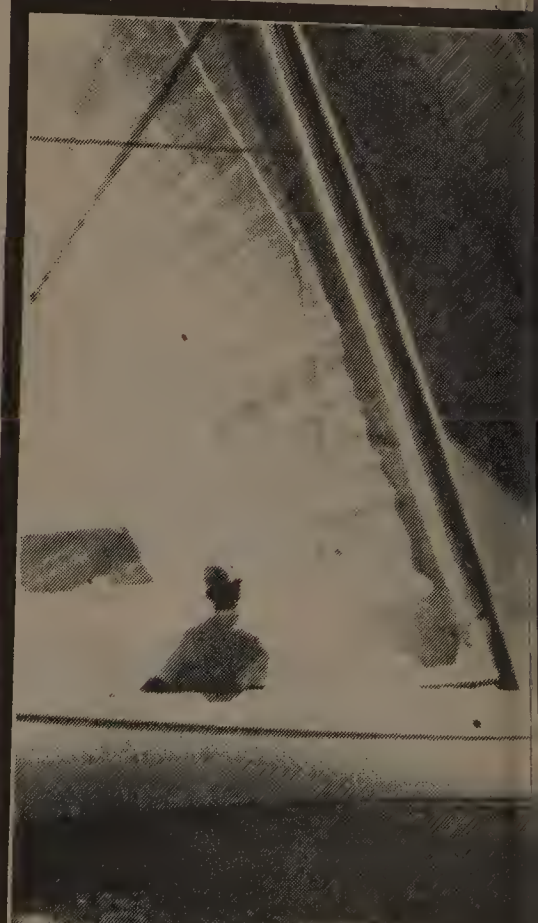
As always, some of the Bay's strongest winds were to be found off Yellow Bluff. Here the Cal 40, *Panacea*, romps in some good stuff. One of the all time great sailing designs, Cal 40's have taken overall honors in the TransPac four times. Some call them the '55 Chevy of sailboats.



Diametrically opposed in this photo — as they often are in real life — a bunch of Bay cruisers on a C&C head toward the Cityfront while two Express 27s head for the Resin Regatta finish line off Knox.

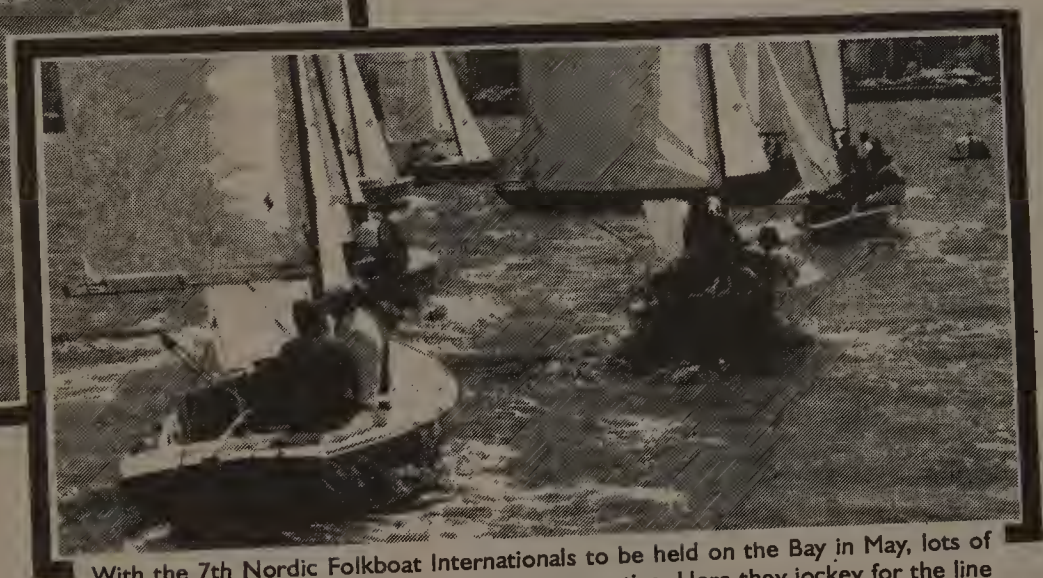


The mirrored surface of Richardson Bay is indicative of a lack of wind for this El Toro sailor. With no cabin or dodger for shelter, he was helplessly being boiled to a crisp.

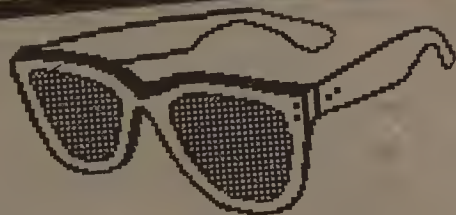




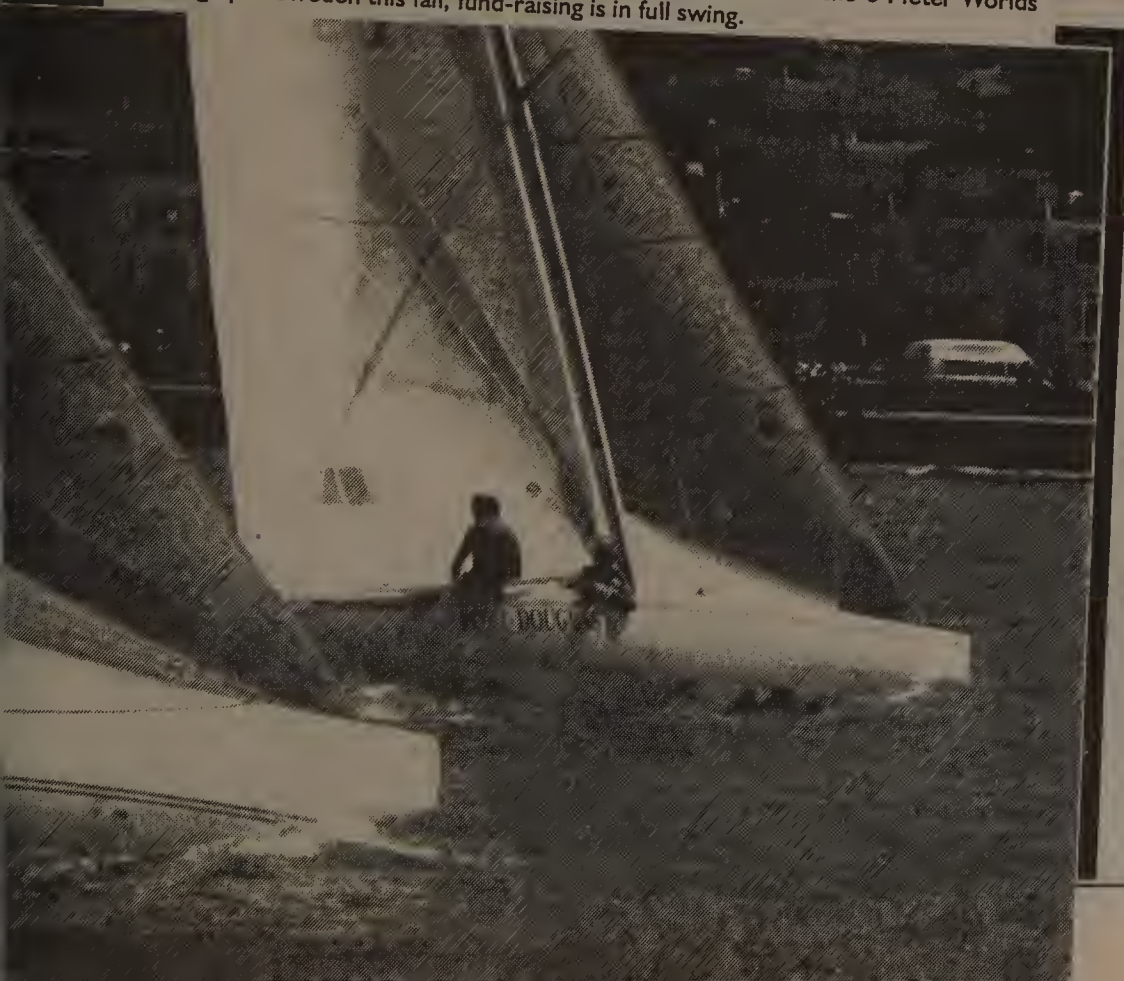
regaled in the unseasonal warmth. With 80 degree temperatures in the Central Bay and no need for long sleeve shirts or foul weather gear, pale skin could be heard frying under the bright sun. Mild burns were the order of the day. In the lee of the land masses such as Angel Island, Sausalito and Tiburon, the heat of the land was such that it felt like you were standing next to a furnace.



With the 7th Nordic Folkboat Internationals to be held on the Bay in May, lots of crews were out getting in some last minute practice. Here they jockey for the line at the Golden Gate YC.



Top-flight helmsmen John Kostecki and Russ Silvestri give a couple of 6 Meters a workout off the St. Francis to help loosen some wallets. With the 6 Meter Worlds coming up in Sweden this fall, fund-raising is in full swing.



Winds were very light in the morning. The Small Boat Racing Association couldn't get their El Toros and other fleets started in normally windy Richardson Bay until 3 p.m. The San Francisco YC's hugely popular Resin Regatta also had to be postponed. Nonetheless the toasty weather was a welcome change of pace for racers accustomed to cumbersome sailing togs.

Conditions were no less ideal for pleasure cruisers. With late afternoon breezes of 10 to 14 knots, there was some of the best flat water reaching in memory. Oh, if it could only be like this all year round . . . we'd have more people than New York! Sailing outside the Gate was as good as it gets. Providence had even seen to making sure that Daylight Saving Time had gone into effect the Sunday before. Lawdy, it was great to be sailing in Northern California.

The photographs on this and the preceding spread depict just some of the sailing action that caught our attention during that blessed weekend. They're dedicated to Hiram and his lady, who wasted all that money on airplane fares.

— latitude

1989 BAJA SAIL WEEK —



Faith, they say, moves mountains. What they don't tell you about mountain moving is that it also takes a lot of desire, persistence and help. Just ask Rene and Marie Falcon. In only four days, and with a lot of help, they carved away a mountain of bureaucracy and ill will in La Paz and reassembled it into the 1989 Sea of Cortez Sail Week.

Two days after the March issue hit the streets, the one with the complete agenda for each day of Sail Week, we received word that the event had been cancelled.

Terrific. Subsequent phone calls and correspondence confirmed that the Mexican government wanted to charge boats \$25 to attend. As a group, the cruisers refused to pay. The beer concessions, which didn't make enough in 1988, weren't going to show. Alberto Morphy, a primary figure of years past, was out of town under uncertain circumstances. Some of the honorable folks who had long been a part of Sail (formerly "Race") Week — including its founder, who is also the publisher of this magazine — became so disgusted with the

politics of the thing that they didn't want to be involved. Basically, everybody was mad about something.

Then, literally the afternoon before our eyewitness news team flew down to pick up our charter boat (we weren't about to let silly politics interfere with some good cruising) we received several phone calls from, among others, Licenciado Garcia Soto, the Minister of Tourism for Baja. All the messages were the same: Sail Week was on!

What the heck?

A HAPPENING AFTER ALL

We pick up this story in Caleta Partida, sitting in the shaded cockpit of *Wanderer*, Rene and Marie's 34-ft custom built wood boat.

"I woke up on Friday and told Marie I'd had a terrible nightmare," says Rene, an infectious and often-present smile creasing his tanned face. "I said I dreamed a half dozen of us had to put Race Week together in four days."

It was Marie's turn to smile. "I told him it was no dream," she says, and they both laugh.

It was true. Looking forward to attending Sail Week, they arrived in La Paz from Guaymas on Tuesday, only to find the situation we've just described above. To make things worse, a bunch of boats had already gathered up in Caleta Partida.

"They were saying over the net that they were going to have Sail Week anyway, whether it was condoned or not," says Rene. He went on to explain that it's illegal in Mexico to have unauthorized gatherings of 20 or more people — revolutions, you know — without special permits. Concerned, he decided to make a few calls. Eventually, with the help and influence of Mary Schroyer at Marina de La Paz, Rene got to meet with Licenciado Soto and found out the real story. It seems that a copy of last year's *Latitude 38*, which covered the '88 Race Week, somehow made its way to Mexico City. Therein you may remember (you guys anyway) the photo of a well-endowed young lady, uh, "cheating" in the wet T-shirt contest.

Well, that photo almost got the Mexican Minister of Tourism fired. It certainly



Above, Rene and Marie aboard *Wanderer*. Spread, it was a long walk to the beach at low tide.

earned him a severe tongue lashing from his superiors who felt that the image was not one they wanted to present of the country, not to mention the fact that it flew in the face of Mexico's strict Catholic morals. (Or as Rene put it, "This isn't the French Riviera.") As well, continued Soto, the Mexican government lost 11 million pesos on the last event, and weren't too keen on a repeat performance. That's where the \$25 a boat figure came from — to cover expenses.

Rene's excellent command of Spanish no doubt figured prominently in the ensuing negotiations. So did the fact that Soto said the government sincerely wants events like this to happen. Finally, an agreement was ironed out. The government would issue a permit for Sail Week if a) there were no Wet Buns or Wet T-shirt contests, and

b) the event was self-supporting.

By that afternoon, the word was out on every VHF and Ham net in the Western Pacific: Sail Week was on! By virtue of the fact that he'd been to last year's event (his first time) and because he'd swung the deal, Rene was unanimously elected *El Chefe* at 1:30. By 2 o'clock, most of the Sail Week "cabinet" had been assembled: Carrie and Candace on *Mirage* worked with the Falcons on organization; Mike Raabe from *Hap E Motion* took on the racing (with Tom from *Satori* volunteering to man the finish boat for Monday's race); Stephanie on *Forward* became beach control; Sandy on "Hotel California" assumed beach activities; Lynn on *Broad Reacher* began putting together prizes; and so it went.

By 4:00, 65 people and 29 boats had signed up over the airwaves. Another 40

1989 BAJA SAIL WEEK —



Above, Maggie, co-winner in the over-40 swimsuit contest. Right, Gunther smoked the beer-belly competition.

were already waiting in Partida. By 5:00 (pant, pant) Rene convened the first cabinet meeting, where he reminded everybody that there were only four planning days left, one of which was Good Friday and the other was Easter Sunday.

So if opening ceremonies behind the Gran Baja Hotel on Sunday seemed a little disorganized — Rene had about 10 minutes to write his speech, and someone forgot to bring halyards for the flagpoles so no flags could be raised — it could be forgiven. There was a good turnout of cruisers; Licenciado Soto welcomed everyone; a Sail Week queen was elected and crowned by Miss Baja California Sur; the Mexican Navy Band played; and the proper introductions and official thank-yous were handled. Though the traditional opening night party amounted to little more than a sparsely attended, low-key get-together at the El Molino Restaurant in Marina de La Paz, everyone seemed happy

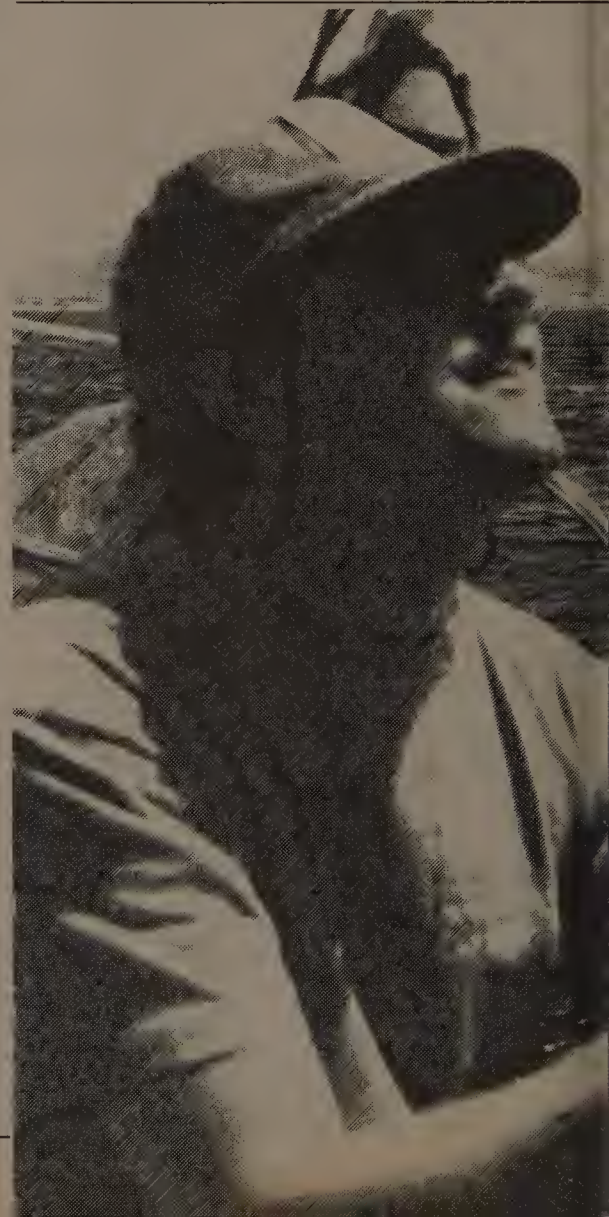
that the event was finally underway.

The first real "event" of Sea of Cortez Sail Week is the race from Pichilique, right outside La Paz, to a committee boat parked outside Caleta Partida. About 30 or 40 boats in four divisions started this 15-miler in light breeze. As usual, we brought up the rear of our division.

About 2 p.m., the wind died — at least in our part of the ocean — and we packed it in. Besides, with everything snowballing like it apparently was, we wanted to be sure to get a parking place while it was still daylight. We arrived at Partida just as the first-to-finish boat, the Santa Cruz 50 *Roller Coaster*, coasted across the finish line at about 4:30. By dusk, we climbed a nearby hill and counted 92 boats at anchor. (A total of 130 boats eventually took part, down about 100 from last year.) Across the water came the mingled sounds of seagulls, tape decks and laughter.

We were relative newcomers to this

latest Sail week. Or should we say the people we sent south for a working vacation this year included a first-timer to Sail Week, an "old pro" who had attended his first Baja Ha Ha last year, and our significant others, also both Sail Week virgins. Also new and different was our boat. Instead of the trail-weary Cal 25 we had last year, and the Olson 30 we sailed down in 1987, we treated ourselves to what our better halves referred to as a "real" boat, a Hans Christian 38 chartered from Paradise Charters. *Wahkuna* had hot and cold running water, a real head (instead of a bucket), a shower, refrigeration and a super-duper dodger/bimini that limited our intended tans to only second degree burns. Though we ate most of the fleet's dust in our first (and as it turns out, only) race, it probably wasn't the boat's fault. We enjoyed the way the big "HC" sailed: smooth, straight and purposeful as a locomotive. Under power, nobody could touch us. It was better than a Coupe de Ville on cruise control. Attribute it to age if you must, but



A HAPPENING AFTER ALL

Wahkuna went far in spoiling us for any lesser boat.

"**R**eveille" at Sail Week consists of the Queen coming up on VHF channel 22 at 8 every morning to preview the day's activities. She makes her various pitches, then hands it off to correspondents for specifics on racing, children's activities, beach activities and so on. For the remainder of the morning, it's sort of "open lines" for people wanting to swap items, establish contact or just shoot the breeze — about the only wind there is in the mornings. It's the best way to keep track of activities, and a great way to get into the proper humor for a week of fun in the sun.

This year's queen was Leslie of *Journey* (hardly anybody uses last names at Sail Week), a tall brunette with legs about 3 miles long and a heart-melter of a smile. You know you're having a good time when everybody on the course is passing by and you're still smiling.



Los Pescaderos Magnificos de volleyball. Someone should put uniforms on these guys and fly them to the next Olympics.

that she wore more often than even the ever-smiling Rene. As with queens in the past, Leslie was adept at discharging her duties with the style, grace and humor to which Sail Weekers have become accus-

tomed. She was especially adept at turning awkward moments into humorous ones, and imparting an undeniable dignity to every event or presentation in which she took part.

Dave, her significant other, didn't feel quite so constrained by the onus of royalty. When somebody called on the morning net with a question for Leslie, Dave politely informed the whole fleet that "Sorry, the queen is on the throne." He must have been waiting with that one for hours.

While the racers were out doing their thing on Monday, those already in *Caleta Partida* spent the day helping set up the beach operations. Rene struck a deal with Jim Means, who runs *Baja Expeditions*, a kayaking outfit in La Paz, to run the beer concession. If Jim would buy the beer and ferry the whole show — tent, coolers, ice, barbeques and men's and women's latrines — to Partida on his boats, the cruisers would help get it all ashore and set up, and he could keep any profits. From what we understand, it worked out well for *Baja Expeditions*. The last few days, they even managed to print up some T-shirts, which at \$10 a pop sold out in a matter of hours. Beer was \$1 for a regular Pacifico; \$2 for the big "ballena" bottle. Coke and 7-up were \$1. They went through a ton of it.

Shoreside tournaments — horse-shoes, backgammon, volleyball, tug of war and so on — got underway on Tuesday, the first full beach day. Eliminations continued through the week. Of these contests, the first few tug-of-wars were perhaps the most entertaining from a spectator point of view. Many of the participants were so full of beer by the time the first round started at 4 p.m. that they looked more like drunken cowboys trying to down



1989 BAJA SAIL WEEK —



a lassoed bronc — they were weaving and falling all over the place. In volleyball, it quickly became apparent that the team to beat would be the *Pescaderos*, the Mexican fishermen who 51 weeks of the year make their livings from two small camps at either end of Caleta Partida. Several years ago, race weekers donated volleyballs and nets to them. Ever since, we've heard that they go out fishing, then come back at about 2 or 3 and play volleyball until dark — every day. That's more practice than the Mexican National team gets and it showed. The guys were awesome.

Also on tap for Tuesday was the selection of over and under-40 mens and womens bathing suit champions, as well as the beer belly contest. We could almost hear the nail chewing from Mexico City, but the Sail Weekers kept it clean, as promised. So don't look for any bare breasts in this year's coverage (darn it).

Sail week race days are Monday, Wednesday and Friday. As mentioned, the Monday race is from Pichilique to Partida. The Wednesday and Friday races are 10 to 15-mile courses set up in the warm waters adjacent to the islands. Mike "All-Around Good Guy" Raabe was back down from Monterey for the fourth year to organize the racing, and once again did a fine job. It's not easy putting together a competition where a fully-loaded, heavy displacement cruising boat on possibly its first race ever can compete more or less equally with an IOR one-tonner like *Liquid Sky*, a Catalina 22 like the one trailered down from Santa Rosa, or an ultralight sled like *Roller Coaster*.

Of course, the racing boats weren't exactly manned by the usual crews of gorillas present for "real" races. One of the reasons "Race Week" was changed to "Sail Week" was to de-emphasize the competitive overtones of the former. The competition was for fun only, and judging by the scantily clad young women adorning the rails and cockpits of all boats, it was much closer to

Above, Lovely Leslie, queen of sail Week '89. Below, the Santa Cruz tug-of-war team was *numero uno*.

our idea of what racing should be about.

Nicknames are big at Sail Week, for boats and people. It took awhile, but we finally realized that "Hotel California" was really *Arc En Ciel*, a plush ketch anchored a few boats away. It earned the nickname from all the transient yachties that had

ALL PHOTOS LATITUDE 38/JR

spent the night aboard at one time or another. The ebullient Sandy and her husband form the only "permanent" crew.

As for teams, no one could touch the handle of the winning adult Over-the-line team, the Rosy Red Roosters Running Rampant Round Race Week.

"Beetlejuice" was the handle tacked on to kids' activities coordinator, Rob Dixon. As you might expect, it comes from the movie of the same name, which was popular with the kids at a La Paz screening right before Sail Week. Not that Rob resembled Michael Keaton's hilarious character. He actually had more of the "Sundance Kid" look, and about every teenage girl (and some of the older ones) on the beach had a crush on the guy by week's end. But *Butch Cassidy* wasn't in the film library, so Beetlejuice it was.

Beetle was a natural with the 14-and-under set. Helped ably by his right-hand man, Maurice, a 10-year-old French youngster fluent in four languages, he or-

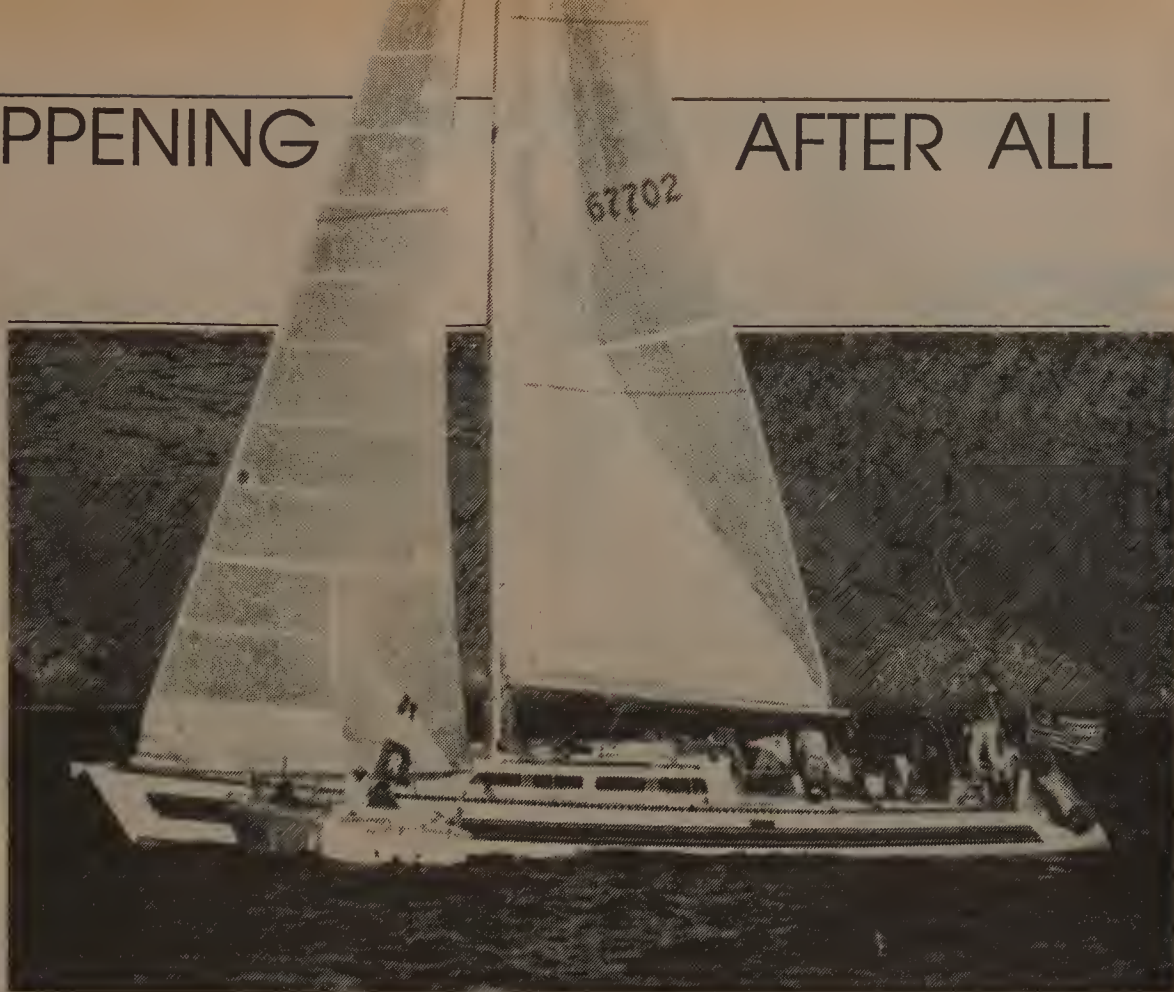


A HAPPENING

AFTER ALL

ganized such events as junior volleyball, over-the-line (a baseball-based game that the adults soon picked up on), and an Easter egg hunt. Of special note: For the first time that we remember, the Mexican kids outnumbered the cruising kids. The fishermen had all brought their families out for the week, and Beetlejuice had his hands full with about 30 young people from morning until afternoon.

Another favorite was "The Shadow," the alter ego of Ken aboard *Weatherly*. Every evening at about 9, The Shadow hosted XE—FUN on channel 68. The best description we can offer of what goes on during that time is if you can imagine Tom Bodett hosting an uncensored David Letterman phone-in show. The Shadow himself was great, coming up each evening with earthy but appropriate humor such as "We'd like to thank Frank Robben for volunteering Kialoa as the Race Week pump-out station. Anyone whose holding tanks are full, just motor on over and Frank will take care of



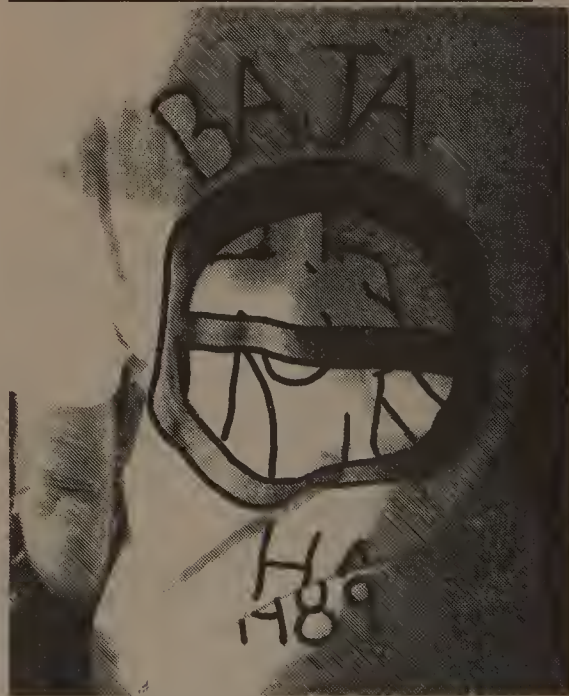
First home in the first race, *Roller Coaster* crosses the finish line off Caleta Partida Monday afternoon.

you."

Most of the time, those who called in didn't use real names, for either themselves or their boats. The Shadow also proved adept at turning the often borderline jokes of "call-ins" into acceptable humor. At least for the first hour. After that, even he had a hard time maintaining order. And we thought we had a weird sense of humor! (Maybe we've been away from cruising too long, but if anybody could clue us in on what's so funny about Spam — the subject or punch line of at least half of all cruiser "jokes" — we'd sure appreciate it.)

Caleta Partida once again proved to be the ideal spot for an event such as Sail Week. Your reporter, who last visited the place in 1975, is pleased to note that, except for all the boats, it hadn't changed a bit. Located adjacent to the isthmus between Islas Partida to the north and Espiritu Santo to the south, it's no wonder it's one of the favorite anchorages in Baja. It's big, well protected, has good holding ground (only two boats dragged anchor this year) and no bugs. Natural flushing action via a tidal flow around the south end of the low isthmus keeps the water clean, and the white sand beach was big enough to hold five times the 300 to 400 cruising folks that made up the '89 Sail Week crowd. About the only natural hazards are dead pufferfish, which wash up and dry out, leaving their spiny little shells all over Baja beaches; and the occasional small skate buried in the sand of the shallow shelf that extends out 200 yards into the anchorage.

Although the beach patrols effectively cleared the beach of pufferfish and man-made debris during the week, one woman did get stuck by a skate. Though she described the sensation as similar to an electric shock going from her foot to her head,



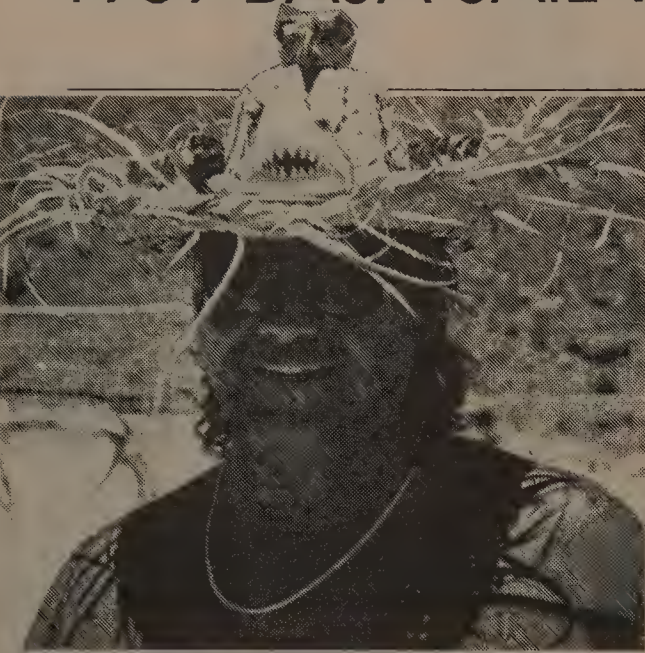
T-shirt of the times.

she was none the worse for wear the next day. On hearing this, our faithful crewettes wore tennies for the long walk in at low tide, shuffling madly the whole way.

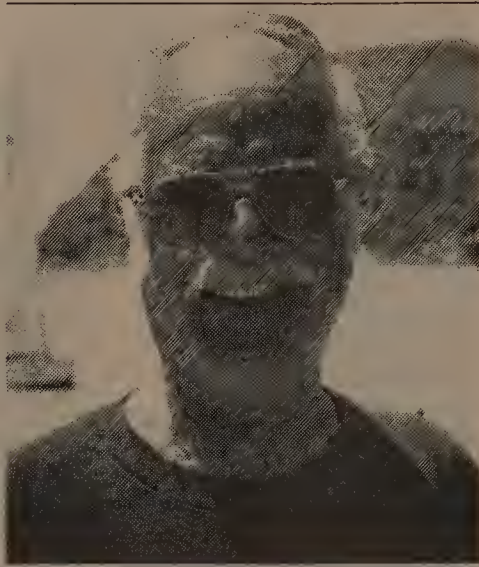
Some of the more unusual events on Wednesday and Thursday, such as the flipper race (a running event with flippers on) and the dinghy races, were fun, but the highlight of the week for us first timers wasn't even a contest — it was the fish-fry



1989 BAJA SAIL WEEK —



Frank, anchor of the Santa Cruz tug-of-war team, in the "war hat."



Doug charging up his solar cell.

Gunther of *Hap E Motion*, who also got a ballena bottle of the brew that made him famous). A few of the racers also got specially prepared Sail Week sandbags to signify their suspected strategy. More event winners not already mentioned — and sorry, we didn't get them all — were: Under 40 bikini — tie between Ann of *Intention* and Rachel of *Stigwitch*; Over 40 bikini — also a tie between Sandy of *Arc en Ciel* and Maggie of *Eleuthra*; Under 40 Men — Steve (sorry, we missed the boat name); Over 40 Men — Bob of *Windfall*; Tug of War — Santa Cruz team anchored by Big Frank of *Just Fun*; Volleyball — the *Pescaderos Magnificos* (they cleaned everybody's clock); Dinghy rowing races (wom-

Paz to congratulate the cruisers for a well-run event, and to invite them back again next year. Then it was time for the awards. Prizes for contest winners were bottles of rum (except for the beer belly winner

The limbo competition on Friday night. How low can you go?

Friday evening. Until then, to help "keep it clean" during the week, the beer tent closed at dusk. With no lights ashore, people naturally dinghied back out to dinner and small parties on various boats. (As with years past, everybody had to bring their own food.) Friday, though, the Coleman lanterns appeared and the beach really started hopping. Each boat was asked to contribute a salad of some sort, so our *Wahkuna* women, Val and Katie, whipped up a truly remarkable pasta salad in short order. We all thought this would be a big hit until we got on the beach and could barely find room to fit it among all the other pasta salads. Oh well.

The main course, cooked on three big barbeques, was once more mainly due to the efforts of Baja's premier diver and fish killer, Terry Kennedy of *Erotica*. As he has several times in the past, Terry won both categories of the fish-killing: largest single fish and most total pounds of fish. As a steaming, juicy fish steak was plopped onto each of our plates, somebody asked, "What kind of fish?"

"Dead and cooked," was the answer. What do you know: That's our favorite!

Having spent the week relatively low profile — hey, this *was* our vacation — we finally got to meet a bunch of folks on the beach Friday and see just how big an event this had become in such a short time. While most boats hailed from California, there was a good-sized Pacific Northwest contingent, too, particularly Canadians. Also, Doug on *Bald Eagle* sailed up from the Caribbean. *Joliness* had come from the Canaries. One family had come over from Spain to charter a boat, and a group of Germans were back for a second year of Baja fun on owner/skipper Bev's *Hap E Motion*.

The closing ceremonies were Saturday this year, instead of Sunday. Officials from the Baja Tourist Bureau came out from La



A HAPPENING AFTER ALL



Beetlejuice (in sunglasses) works his magic with the kids.

en) — Pam of *Eclectus*; Backgammon — Ralph of *The Trip*; and Hors d'oeuvres — Vicki of *Menehune*. See the results box for names of race winners.

For many, Sail Week symbolizes the last big get-together of the year before the season ends and cruising boats begin heading their separate ways. That was its original intention. But it's also become something of a destination in itself, a sort of Mexican Mardi Gras for sailors. And that's okay, too. Not to pigeonhole anyone too much, but the latter usually blow out of Partida pretty quickly after the awards ceremony. The cruisers are often more hesitant to let the week end, often lingering a day or two after Sail Week "officially" ends. We hear there was quite a bit more hugging, handshaking and a few more tears among that group, too.

Boats scatter in all directions. Many head back up the coast to California, Washington and Canada. Some, like the *Queen's Journey*, will continue on into the Caribbean. Others, including Frank Robben's *Kialoa II*, are headed for Hawaii and the South Seas. Rene and Marie will sail *Wanderer* (originally built for Bill "Jose Jimenez" Dana, incidentally) up into the northern Gulf to spend the summer. A good number simply head back to La Paz, which is where we found ourselves on Sunday afternoon, running around being *turistas* before heading back home to — ugh — civilization.

So how did Baja Haha '89 compare to past years? Well, it was a hit with us, but



Even an all-star cruiser team couldn't touch the fishermen in volleyball.

then your reporter didn't have much to compare it with. Based on a mini survey of people we talked to, though, the general consensus was that this one was somehow different, somehow better, definitely more "special" than others they had been to. To

made it happen themselves. When *Latitude 38* came up with the concept in 1984, that was the whole idea: we'd get the ball rolling then hand it off to the cruisers. (Sure, organizing an event this size needs the blessing of the government, but once lines of communication are open, the Mexicans are usually more than happy to help accommodate a bunch of crazy gringos on boats.) That's why, except for publicity and donation of T-shirts (almost non-existent this year since we thought the event wasn't going to happen), we bowed out of active organization of Sail Week in the very beginning.

Sail Week is not *Latitude's*. It never was. It's not Alberto Morphy's, though he headed it for five years. It's not the Mexican government's, though they have graciously supported it through its infancy. With all due respect, it is not Rene and Marie's, though by taking the reins this year they may have saved the event from oblivion in the future.

The bottom line is that Sail Week, Baja Ha Ha, or if you still prefer, Race Week, belongs to the cruisers. And to our way of thinking, 1989 marks the first year the cruisers mobilized and did it themselves. To which we say — Bravo! You deserve all the applause and backslapping we saw at

SAIL WEEK RACE RESULTS

boat	type	skipper	homeport
Division A (Spinnaker)*			
1. <i>Handel Express</i>	SC 27	Cliff Lindgren	Santa Cruz
2. <i>Bantana</i>	Sanfana 22	Lloyd Banta	Richmond
3. <i>Roller Coaster</i>	SC 50	John Fraser	Santa Cruz
Division B (Non-Spinnaker)			
1. <i>Sweet Dreams</i>	Cal 34	James Seward	Morro Bay
2. <i>Hap E Motion</i>	Cal 33	Bever Lee Ward	Redondo Beach
3. <i>Joliness</i>	Hunter 34	Eugene Davidson	Brownsville, TX
Division C (Beer Can, to 39 ft)**			
1. <i>Windsong</i>	Ericson 35	Jim Murillo	La Paz/Salem, OR
2. <i>Intention</i>	Crealock 37	Jim Marco	San Francisco
3. <i>Viking II***</i>	Atkin 32	J.O. Bannon	San Diego
Division D (Beer Can, 40 ft and over)			
1. <i>Mirage</i>	Nagy 41	Gary Smith	San Francisco
2. <i>Arjuman</i>	Tripp 46 yawl	Ralph McNeil	Avalon (Catalina Is.)
3. <i>Just Fun</i>	Hylas 44	Mike Travis	Alameda
Last: <i>DX</i>	Whitby 42	Ernie Harding	Vancouver, Canada

* Divisions A and B race course races using PHRF handicapping. Race 1, from Pichilique to Partida, was 16 miles. Races 2 and 3 were 11 and 6 miles respectively.

** Except for the first race, Beer Cans are reaching and downwind only, no handicaps. In race 2, boats beam reached out for 1 hour. At the "tone" — a signal on VHF — they turned around and raced back. Race 3 was a downwind-only event.

loud and proud Ralph on *The Trip*, "It was the best one yet!" He should know, he's been to every one of them.

Though the spontaneity of this year's event probably had a lot to do with it, we had the distinct impression that what made this Sail Week special was that the cruisers

the closing ceremonies. Now that you've taken the bull by the horns, we can't wait to see what you come up with next year when you have weeks rather than hours to plan it all.

Until then — keep the faith.

— latitude/jr

THE BEAUTY OF

Every spring, as predictable as the return of the fog and Daylight Savings Time, the "beer can" series crank up again. We love these low-key twilight races: they're compact packages of sailing and socializing, tidily wrapped up into a few hours. The beer can races fit our attention span and busy schedule, and we're obviously not alone in our enthusiasm for some fresh air, exercise and a few beers on the water after work. We counted 17 different such series around the Bay, and we're sure we missed many more.

To celebrate the beginning of another season of beer can racing, we attended two Friday night races on April 21, one hosted by Island YC in the Estuary and the other by Corinthian YC out of Raccoon Straits. Photographs of those events follow, as well as an added bonus, the previously unpublished Ten Commandments of Beer Can Racing.

'89 BAY AREA BEER CAN RACES

BALLENA BAY YC — Friday Night Series, 6:30 p.m. off Alameda. 4/14, 4/28, 5/12, 5/26, 6/9, 6/23, 7/7, 7/21, 8/4, 8/18. BBYC, 523-2292.

BAY VIEW BOAT CLUB — Monday Night Madness. Starts at 6:30 p.m. a mile offshore from the club. First half: 4/10, 4/24, 5/8, 5/22, 6/5, 6/19. Second half: 7/17, 7/31, 8/14, 8/28, 9/11, 9/25. Tom Collins, 467-8975 (after 5 p.m.).

BERKELEY YC — Friday Night Series, 6:30 p.m. outside the breakwater. May 5 through Sept 29. Paul Kamen, 540-6324.

BENICIA YC — Thursday Night Series. Every Thursday from the beginning of April through the end of September. 6:00 off the Benicia Marina. Benicia YC, (707) 746-6601.

CORINTHIAN YC — 15th Annual Friday Night Series. Every Friday night between 4/21 and 9/1. Starts at 7 p.m. in Raccoon Strait. Fred Borgman, 534-2777.

ENCINAL YC — Friday nights on the Oakland Estuary, 6:30 p.m. Spring Series: 4/28, 5/13, 5/26, 6/9, 6/23. Summer Series: 8/4, 8/18, 9/8, 9/22, 10/6. Shirley Temming, 521-0966.

GOLDEN GATE YC — Friday Night Cityfront Series and Sundowner Parties, 6:30 p.m. Series I: 5/12, 5/19, 6/2, 6/9, 6/23. Series II: 8/4, 8/11, 8/18, 8/25, 9/8. GGYC, 346-BOAT.

ISLAND YC — Friday Night Champagne Series on the Estuary, 6:30 p.m. Spring Series: 4/21, 5/5, 5/19, 6/2, 6/16. Summer Series: 7/28, 8/11, 8/25, 9/15, 9/28. Mike Mannix, 869-2800 (days).

SANTA CRUZ — Wet Wednesdays. Every Wednesday from 4/5 until the end of Daylight Savings Time. Not sponsored by the Santa Cruz YC. Rabbit start off Santa Cruz at 6 p.m., more or less. Call anyone in Santa Cruz for details.

SAUSALITO CRUISING CLUB — Friday Night Summer Series. Starts at 6:30 p.m. off Sausalito Channel Buoy #2. Early Series: 5/19, 6/2, 6/16, 6/30. Late Series: 7/28, 8/11, 8/25, 9/8. Robert Kowolik, 331-8964.

SAUSALITO YC — Sunset Regatta. Tuesday evenings, 6:20 p.m., off Little Harding. Spring Series: 4/25, 5/9, 5/23, 6/6, 6/20. Summer Series: 7/25, 8/8, 8/22, 9/5, 9/19. Peter Gibson, 331-2277.

SOUTH BEACH HARBOR YC — Friday Night Sundowner Series, 6:30 p.m. off YRA Buoy #31 ("T"). First Half: 5/5, 5/19, 5/26, 6/2, 6/16, 6/23. Second Half: 7/7, 7/21, 7/28, 8/4, 8/18, 8/25. Scott Selover, 369-0851.

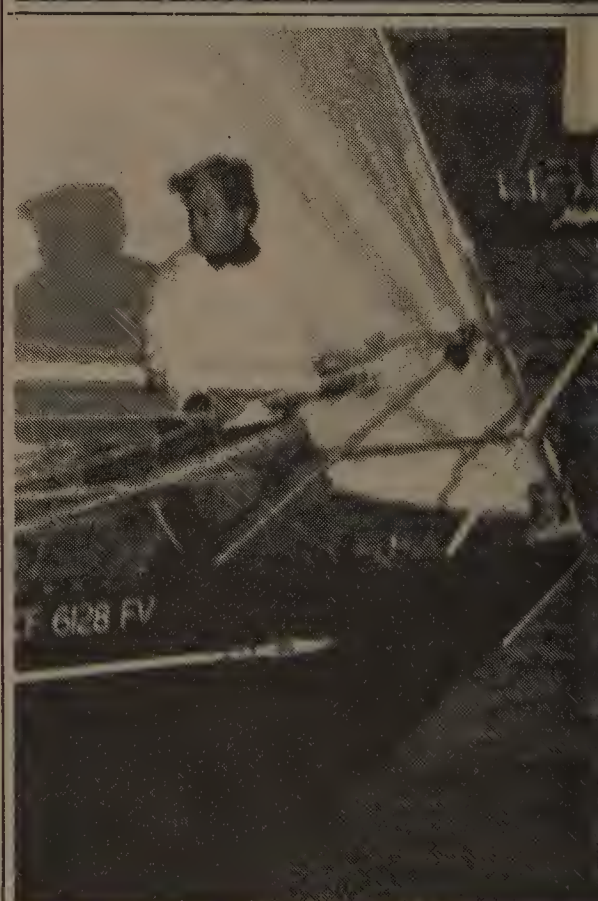
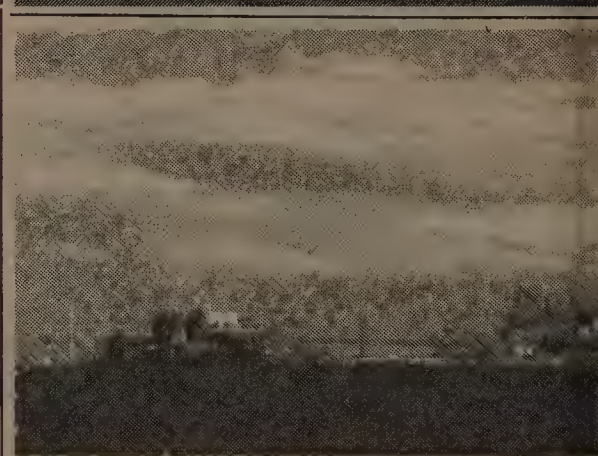
SPINNAKER SAILING CLUB — Friday Night Series. Meet at Spinnaker Sailing (Redwood City) at 5:30 p.m. Sponsored by Spinnaker Sailing, open to all. Three separate series: One (4/14, 4/28, 5/12, 5/26, 6/9, 6/23). Two (7/14, 7/28, 8/11, 8/25) and Three (9/8, 9/22, 10/6, 10/20). Ashley Trewman, 363-1390.

WOODY WEDNESDAYS — 29th annual Wednesday night cityfront regatta for IODs, Folkboats and Knarrs. Starts off Golden Gate YC; sponsored by the SF Bay Folkboat Association. 5/10, 5/17, 5/24, 6/7, 6/14, 6/21, 6/28, 8/2, 8/9, 8/16, 8/23, 8/30. Ed Welsh, 851-3800.

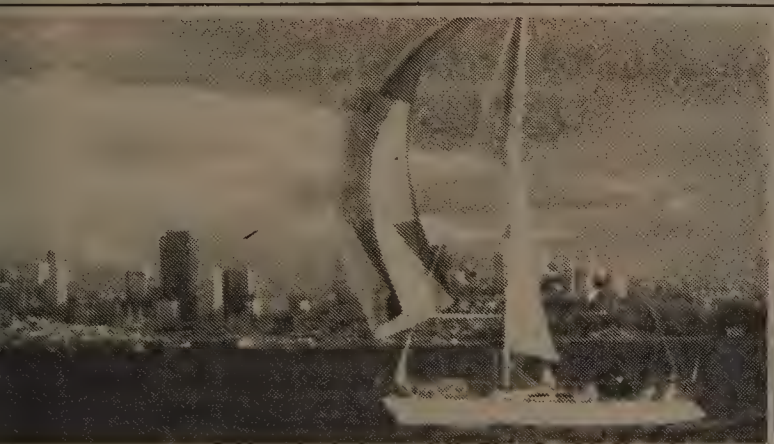
STOCKTON SAILING CLUB — Sunset Series. Wednesday nights. 7/5, 7/12, 7/19, 7/26, 8/2, 8/9, 8/16, 8/23, 8/30. Pat Brown, (209) 838-3285.

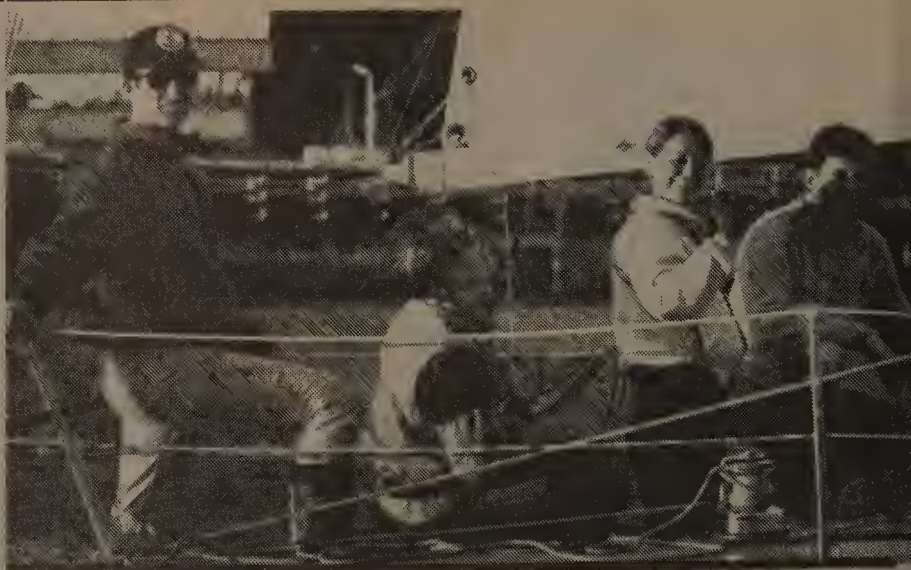
TIBURON YC — Friday Night Series, 6:30 p.m. off Paradise Cay. 4/14, 4/28, 5/12, 6/23, 7/21, 8/4, 8/25, 9/8. Jerry Tostenson, 389-9144.

VALLEJO YC — Wednesday Night Series. Every Wednesday from May 3 through the end of September. Vallejo YC, (707) 648-9409.



BEER CAN RACING





THUNDERBOLT GREASESLAPPER



BEER CAN RACING

BEER CANS —THE 10 COMMANDMENTS

1) Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? — so what. Over early? — big deal. No instructions? — improvise. Too windy? — quit. Not enough wind? — break out the beer. The point is to have fun, but stay safe. Like the ad says, "Safe boating is no accident."

2) Thou shalt honor the racing rules if thou knowst them. The USYRU edition of the 1989-92 International Yacht Racing Rules, which take effect on May 1, is the racer's bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For beer can racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

3) Thou shalt not run out of beer. Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to "beer can" racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, coca-cola can races, hot chocolate races or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

4) Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sail cloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't — it's only beer can racing.

5) Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's "real" race. If you lose it in a Friday nighter, you're going to run out of crew — not to mention friends — in a big hurry. Downing a quick chill

pill on the way to the starting line has been medically proven to have a calming influence on the nerves.

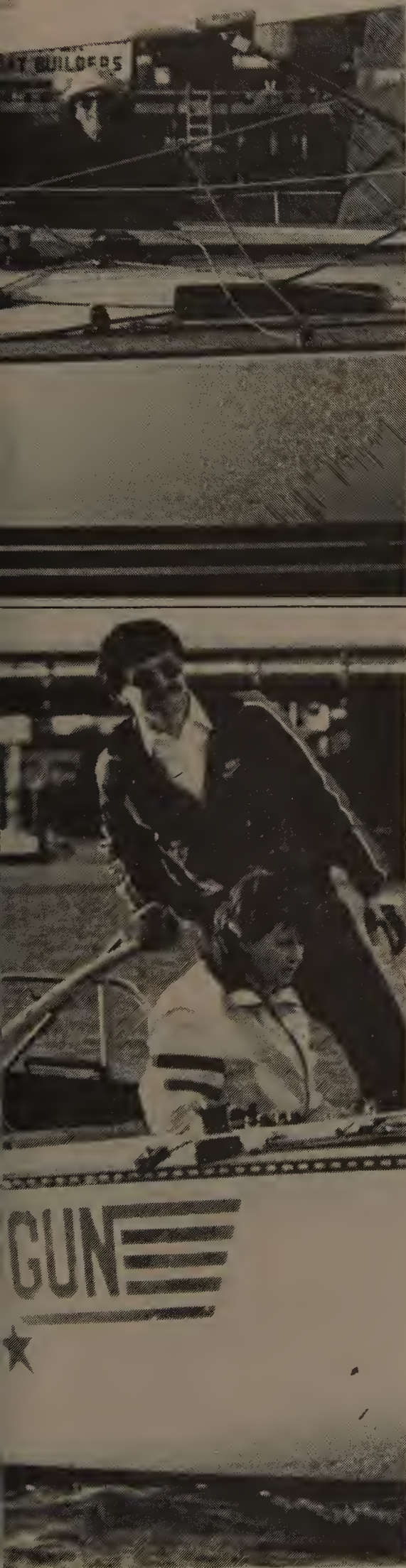
6) Thou shalt not protest thy neighbor. This is extremely tacky at this level of competition and should be avoided at all cost. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole tossing a red flag is the height of bad taste in something as relatively inconsequential as a beer canner. Beside proving that you're unclear on the concept of beer can racing, it screws up everybody's evening, including yours. Don't do it; it's bad karma.

7) Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out a championship race on Saturday. The point is that it's not worth risking your boat or gear in such casual competition: like the song says, you got to know when to hold 'em, and when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

8) Thou shalt always go to the yacht club afterwards. Part of the gestalt of beer can races is belying up to the yacht club bar afterwards. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post-mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

9) Thou shalt bring thy spouse, kids, friends and whoever else wants to go. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too — coed crews are happy crews. And don't just make the newcomers watch — give them a job on the boat. Get everyone involved.

10) Thou shalt not worry; thou shalt be happy. Leave the cellular phone in the car; bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!



CAPE HORN CHALLENGE, ROUND TWO:

Challengers 3, Cape Horn 1.

That's the latest score in the Cape Horn Challenge, this year's hottest sailing commodity. Since Warren Luhrs' *Thursday's Child* shattered *Flying Cloud's* 135-year-old New York to San Francisco record last February (see *Latitude*, March 1989, "Around the Horn in Eighty Days"), a trio of French assaults on the record have come to an end. Two of them — singlehander Philippe Monnet's heavily sponsored *Elle & Vire* effort and Anne Liardet's shoestring budget *Finistere*

"I like sailing . . ."

Bretagne program — successfully made it under the Gate, though neither eclipsed the *Child's* milestone. Another challenger, French-American Guy Bernardin's 60-foot monohull *BNP/Bank of the West*, dropped out off the coast of Chile, a victim of equipment failure.

The fifth and last contender of the current crop, American Georgs Kolesnikovs aboard the 60-foot trimaran *Great*

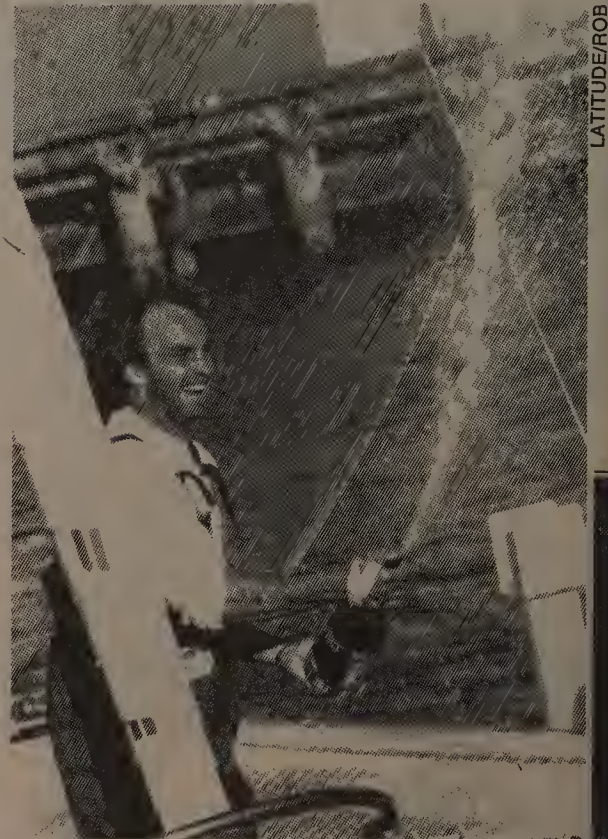
that pace, they should break Luhrs' record near the end of May. But, as the experience of the above mentioned trio of French challengers bears out, the Pacific is a difficult taskmaster — and anything can happen between now and then.

Meanwhile, last month, we had the opportunity to meet the two latest finishers, Monnet and Liardet. Their stories follow.

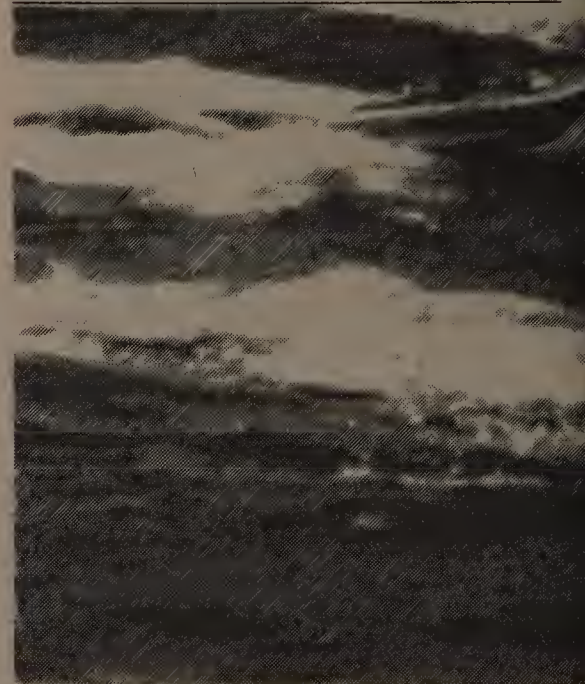
Philippe Monnet

At 4:42 p.m. on the clear, sunny afternoon of March 30, a weary Philippe Monnet singlehanded his battered 60-foot trimaran *Elle & Vire* across the Cape Horn Challenge finish line off Pier 39. It was a bittersweet, emotionally charged moment: jubilation and disappointment; triumph and failure; yin and yang. Mostly though, we suspect Monnet felt relief that the long trip was finally over: "At last, we are here!" he shouted happily in French as his boat eased into the dock.

First the good news: Monnet's blistering time from New York — 81 days, 5 hours and 25 minutes — beat the legendary *Flying Cloud's* time by more than a week. In the process, Monnet



Philippe Monnet releases some bottled-up tension after his 14,000-mile voyage.



Apple and San Francisco, an epic feat in its own right. *Vive la France!*

Now, the bad news: the trip, though speedy, wasn't quite good enough to break the only record Monnet really cared about. He missed beating the course record, set by Warren Luhrs on *Thursday's Child* six weeks previously, by a heartbreaking nine hours and eight minutes — roughly the equivalent of losing the Lightship Race by under a minute. *C'est la guerre.*

That it was a tough journey, both physically and mentally, for the 30-year-old former stuntman from Cannes goes without saying. But the last few days, in particular,

Anne Liardet contemplates the ultimate pickle dish, the Cape Horn Clipper Challenge Cup.

earned a place in the history books as the first person ever to successfully singlehand the 14,000 harsh miles between The Big



American, is currently tearing up the Chilean coastline, having rounded the Horn on April 20th in 40 days and 7 hours. That's over two days faster than *Thursday's Child's* time to the Cape; if Kolesnikovs and partner Steve Pettengill can maintain

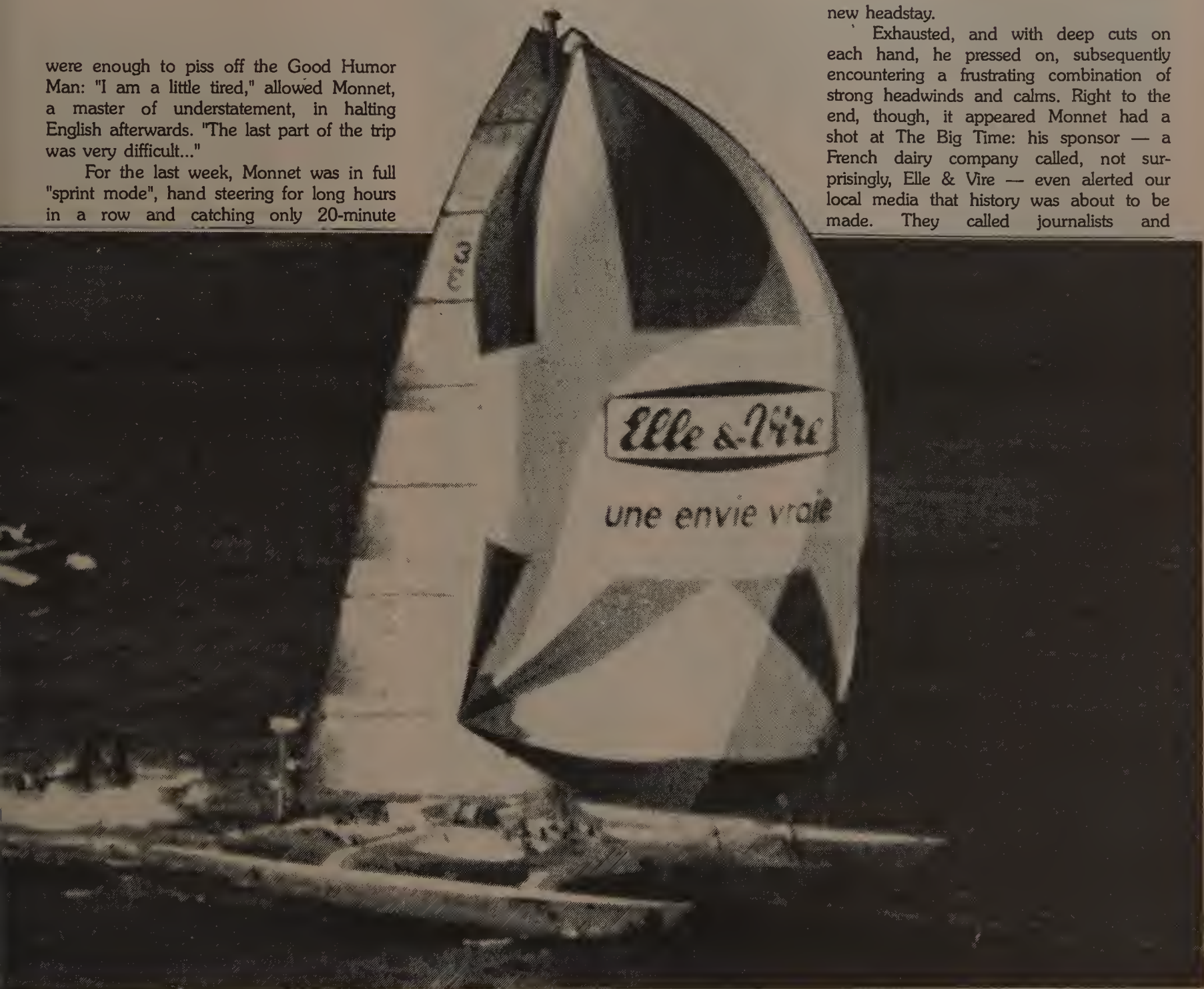
MONNET & LIARDET

were enough to piss off the Good Humor Man: "I am a little tired," allowed Monnet, a master of understatement, in halting English afterwards. "The last part of the trip was very difficult..."

For the last week, Monnet was in full "sprint mode", hand steering for long hours in a row and catching only 20-minute

new headstay.

Exhausted, and with deep cuts on each hand, he pressed on, subsequently encountering a frustrating combination of strong headwinds and calms. Right to the end, though, it appeared Monnet had a shot at The Big Time: his sponsor — a French dairy company called, not surprisingly, *Elle & Vire* — even alerted our local media that history was about to be made. They called journalists and



catnaps here and there. The overall prize, the Clipper Challenge Cup put up by the Manhattan YC for the fastest elapsed time, was tantalizingly within reach, even despite *Elle & Vire's* unscheduled seven-day layover near Cape Horn for repairs.

With nothing to lose and everything to gain, Monnet — a national hero in France best known for his record-breaking 129-day singlehanded lap around the world two years ago — pulled out all the stops. In an effort to coax the knotmeter of his six-year-old Shuttleworth tri a few clicks higher, he even threw over extra food, water, fuel, spare lines, the anchor chain,

Monnet's powerful *Elle & Vire* streaking for the finish at 16 knots.

and anything else that wasn't bolted down.

As he closed in on the Golden Gate and Luhrs' still-fresh record, it seemed only a dismasting or a torpedo could stop the young French thrill-seeker. Then, two days and 410 miles from the finish line, disaster struck: the chainplate holding his forestay fatigued through, leaving the rig flopping and unable to support a headsail. Slowing *Elle & Vire* down, the athletic Frenchman spent the next six hours at the masthead, hanging on for his life while jury-rigging a

photographers at home shortly after midnight, inviting them to join the press boat at 4:30 a.m. at Pier 39. (Fortunately, our phone was off the hook.) Our colleagues tell us that the hastily convened pre-dawn dockside gathering took on a grim mood when it became apparent Philippe was still some 12 hours away.

Monnet's quest began on January 8th, when he sailed out of New York into 15-knot headwinds, drizzle and fog. His brain must have been a bit foggy, too: the night before Monnet and his entourage had

CAPE HORN CHALLENGE, ROUND TWO:

celebrated his imminent departure by powering down tequila shooters until the wee hours. We're told that Monnet — who apparently parties with the same passion that he throws into his sailing, skydiving, freestyle skiing, motorcycle racing and mountain climbing — had a few too many, actually rolling down the window of the limo, leaning his head out and... Well, don't tell his sponsor you read that here.

The Atlantic side of his trip turned out to be a relative cakewalk, and a fast one at that. Monnet celebrated his 30th birthday en route to the Horn, an event which his sponsors claim he noted by drinking and

Challenge differently.

The controversy, of course, became inconsequential when Monnet failed to break the record. The moody Pacific Ocean was the culprit: Though he quickly passed Liardet again, as well as Guy Bernardin's broken down *BNP/Bank of the West*, the Pacific proved much more demanding than her Atlantic counterpart. "There was too much wind and not enough," explained

"I was biting my nails, looking for something to eat."

eating lots of dairy products (wink, wink). He passed Anne Liardet on *Finistere Bretagne* just before the Cape, blazing around that southern promontory in a mere 35 days, over a week ahead of Luhrs' comparable time.

Then, at 4 a.m. on the morning of February 12 — ironically, almost at the same instant *Thursday's Child* was drifting up to the Gate — *Elle & Vire* plowed into something just under the surface. (At the time, spokesmen for Monnet claimed he hit a "growler", i.e., a mini-iceberg, but that doesn't seem right to us.) Monnet was 14 miles past the Cape in 40-knot headwinds, and suddenly the bow of *E&V's* port ama looked like it had been hit by a Mack truck. But things could have been worse: Monnet, asleep at the time, had fortunately reined the boat in to 5 knots or so before going below. If the boat had struck the object at its normal retina-detaching speeds, it might have suffered irreparable damages.

Monnet nursed his wounded craft back around the Horn to the Chilean military base at Port Williams. A team of French fiberglassers were flown in to fix the mangled ama, and a week later Monnet was back on the race track, now running about even with *Thursday's Child's* time. In his haste to resume his voyage at the spot where he turned back, he made a poor decision: He cut inside the island of Cape Horn, effectively saving 15 miles. Racing purists around the world immediately threw up red flags, saying he had failed to properly "re-round" the Horn after "unrounding" it. Monnet certainly hadn't meant to cheat (an impossibility with an ARGOS satellite tracking device recording his every move); it was simply a case of interpreting the rather nebulous rules of the

Monnet. "Always, the wind was wrong. The Pacific, she is only for motorboats."

Afterwards, at a too-brief 10-minute dockside press conference, Monnet casually shrugged off his latest accomplishment. Appearing almost puzzled by all the media attention, he offered little clue as to what motivated him. "I like sailing," he said cryptically. In a lighter vein, he added, "I had no money (to fly here). The only way was to sail."

Three hours later, Monnet was on a plane to Paris, undoubtedly already contemplating his next adventure.

Anne Liardet

When two windblown and weathered-looking people walked into the Marina Safeway around midnight on April 9, employee John Sable figured they must be

sailors. After all, only a few hours before he had sailed in his first race on *Gabbiano*, an Islander 28, in San Francisco YC's Resin Regatta. He'd been around sailors all afternoon, and this dark-haired woman and muscular man looked pretty salty to him.

When he asked the couple if they'd had a nice sail, the man replied, "Yeah, but kind of a long one."

Sable didn't realize how long until he started talking with the two sailors, skipper Anne Liardet and crew Joseph Le Guen, both of France. Less than an hour before, they had completed the arduous 14,000 mile Cape Horn Clipper Challenge from New York to San Francisco. Although Anne's time of 99 days didn't break any speed records, when she finished her journey she became the first woman to skipper a boat around the Horn, as well as the only sailor ever to complete the voyage non-stop.

John quickly took the French couple over to meet his brother, Bill, another Safeway employee and a regular on *Gabbiano*. "I recognized Anne from her pictures," said Bill Sable. "We got to talking and she mentioned she only had \$27 and wanted to use a credit card. I fixed the credit card thing and bought them some champagne and flowers. Hell, if I had the money, I would have bought the groceries myself!"

While his brother checked out their piles of bread, cheese, bacon, steak, milk, sweets and some hot car magazines for Joseph's teenage son, Bill called a cab to take them back to their boat, the 50-foot

Monnet, sitting on the hastily repaired port ama, meets the press.



LATITUDE/ROB

aluminum trimaran *Finistere Bretagne*.

Anne's appearance at the Marina Safeway — probably the social center of the free world — was a happy ending to a frustrating around Cape Horn. Liardet, a 27-year-old professional sailor from Brest, France, and her fiancé, Guen, 41, left New York on New Year's Day, predicting they would arrive in San Francisco 80 days later. They got off to a rocky start: several days into the trip they were pounded by gale force winds that threatened to capsize their tri. They wore survival suits for several days, after which the wind dropped to a whisper and they were virtually becalmed.

"After that we had no problem in the Atlantic. At Cape Horn, it was not too bad. We had winds on the nose of about 45 knots. We were tacking, tacking, tacking," said Ann.

But even with the headwinds, they had Cape Horn to starboard after 43 days, one week ahead of *Flying Cloud's* record pace of 135 years ago. Then, weatherwise, everything fell apart. The strong breezes off Cape Horn began to evaporate as they headed north and they rapidly lost their hard-earned seven day cushion.

Twelve days after they rounded the Cape, at 52 degrees South, a shackle holding their running backstay blew up and the mast pitched forward about three feet. Thinking they were about to be dismantled, Joseph grabbed the loose backstay and hung on, the motion of the failing mast rhythmically pulling him off the deck and then putting him back down again.

"I was saying 'Joseph, it's no use; just let it go'," allowed Anne, who was by then quite frustrated with their lack of progress in the Pacific. But Joseph held on. The shackle was replaced and they continued beating up the coast in ever-lightening winds. Then, *Finistere Bretagne* came grinding to a halt off the California coast as a high pressure system sent temperatures soaring to new records.

Five days behind *Flying Cloud's* time and needing a morale booster, they made the serious tactical mistake of heading in for the coast, converging with land north of Santa Barbara. They paid dearly for that decision, averaging only 40 miles a day for the next five days.

"All the Pacific was terrible," says Joseph. "From Cape Horn to here took us 55-56 days. Only nine days did we sail more than 220 miles."

To make matters worse, two days out



French kiss: Monnet and his lady friend are reunited after 81 days.

of San Francisco, they ran out of food. There was nothing left on board but water. "I was biting my nails, looking for something to eat," said Anne. "I wanted to stop at Half Moon Bay to buy ice cream, french fries — anything!"

Finally, on April 9 about 11:15, Anne and Joseph slipped under the Golden Gate and headed for the finish line off St. Francis YC. When no one came out to greet them, they anchored by the San Francisco Marina. Inflating their liferaft, and grabbing their \$27 and their credit cards, the ravenous sailors rowed into shore and attacked the Safeway.

Unbeknownst to them, the Cape Horn Challenge Cup officials had moved the finish line to Pier 39. Contacted the next morning, the French couple set sail once

more. Ironically, a 20-knot westerly pushed them quickly over the second finish line.

"I do not realize it yet that I am in San Francisco," said Anne at her Pier 39 berth. "Going around Cape Horn was always a dream. I would look at a map and say I would like to be there..."

"There were no difficulties on board. Things were very good between us. I still love him," she said, gesturing towards her fiancé, "and I am very happy to sail without stopping."

Joseph already has started thinking about another attempt. Calling their aluminum tri "heavy, short and slow in light winds", he would consider trying again in a 70-foot trimaran.

Meanwhile, back at the Marina Safeway, Bill and John Sable won't soon forget Anne and Joseph. "As far as I'm concerned, just getting here in one piece is breaking a record," said Bill. "That's an incredible piece of sailing."

— latitude & glenda carroll

SPRING

The third best thing in the world, right up there after sailing, has got to be hanging around boatyards on a sunny spring day. Maybe we like it so much because it reminds us of our childhood back in Connecticut, when for five or six spring weekends in a row we'd "help" Dad ready the family yacht for another season of gunkholing in New England. We remember many happy hours of building sand castles and toy boats, sailing the family Dyer Dhow, throwing mud bombs at our sister, drinking Cokes and generally having a high old time. Come to think of it, we weren't much help at all.

These days, we like going to the boatyards for other reasons. First and foremost, we enjoy being around boats and sailors — and there's an abundance of both in the boatyards each spring. Invariably, there's something to learn, a good sea story to hear or a beer to share; occasionally we've even been known to put in an hour or two of work on a friend's boat. But whether we're working or watching, there's something we like about putting in an honest day's work on a boat — coming home tired, splattered with paint and with epoxy under the fingernails — all the while looking forward to another summer of sailing adventures. Certainly, it beats cleaning the garage, mowing the lawn or doing whatever non-sailors do on weekends.

For the fun of it, we spent the afternoon of Sunday, April 16, poking around a few Bay Area boatyards. Here are some of the folks we chatted with.

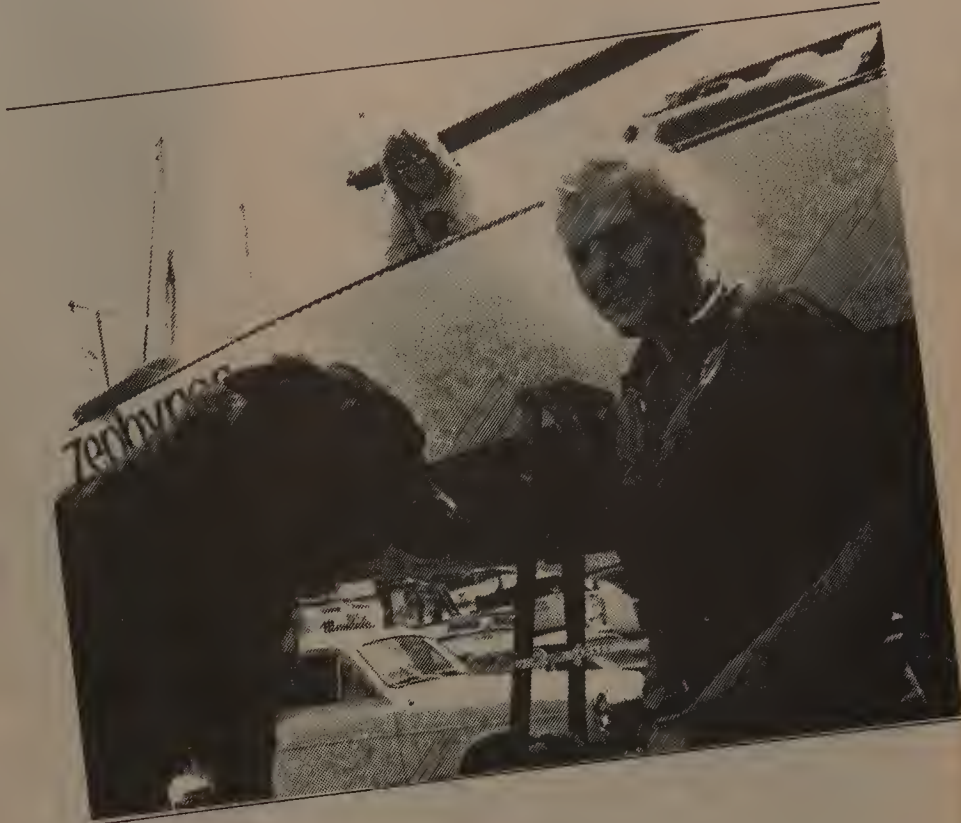


Walt Ziemiński and Kimi Hirotsu, Spindrift, Islander 28, Emeryville (at San Francisco Boatworks): "We're just out for regularly scheduled maintenance, same as we've done every 18 months for the past eight years. We can do the whole procedure in a weekend — we repainted the bottom yesterday; today we're polishing the topsides, going over the rig, and anything else. Wanna help?"

"It makes for a pretty long weekend, but we live here in the City, so at least this yard's really convenient. Our plans? Well, we'll probably cruise up to the Delta this summer, or maybe down to Santa Cruz. We don't race the boat, but we're going to race this season with a friend on an Esprit 37 called *Logical Switch*. (No, honey, "Esprit" is the name of the company across the street — it's an Express 37.) See you at the Vallejo Race!"



CLEANING



Dave Oliver, *Zephyros*, Olson 30, Alameda (at Svendsen's): "Well, the racing season starts soon, so I thought I'd better fix the carbon fiber rudder post, which cracked, and do the bottom again. As you can see, my trusty Belgian sheepdog Snickers, who's 12 now, and my friend Debbie Broussard are the only ones of my crew who show up when there's work to be done! Ho ho, just kidding..."

"Actually, I think I'm going to buy a trailer soon anyway, so I may skip the bottom job. Our fleet's getting really competitive — up to about 14 boats now — and every little edge, such as dry sailing your boat, helps. How do we do in the races? Well, we won the Nationals in '85 thanks to Greg Dorland, and we've been working our way backwards ever since! Say, where's the *Little O* these days? How come you guys aren't out there?" (ed. note — "look for our transom at the Vallejo Race!")

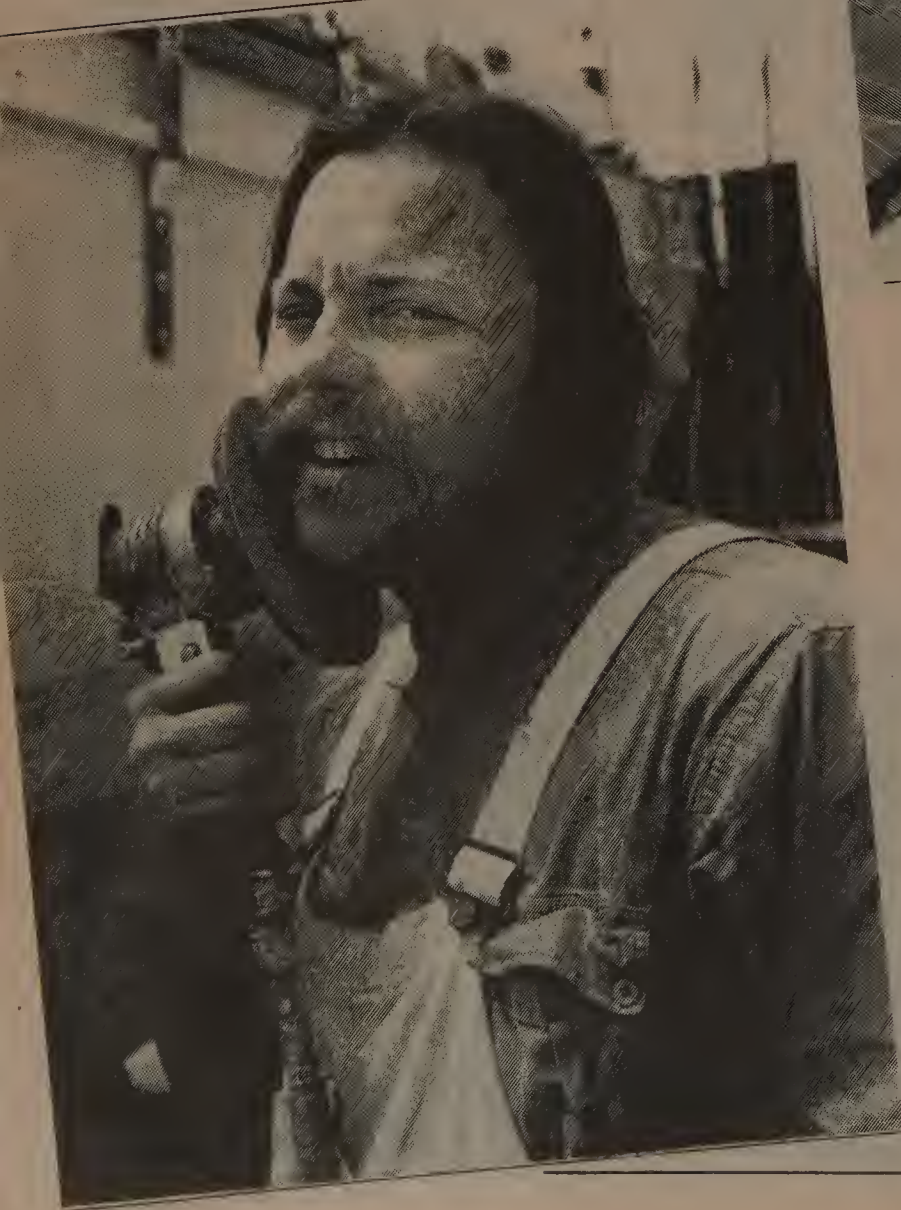
Rick Hastie (armed with paintbrush), *Calafia*, Bear, Sausalito (at Madden's in Sausalito): "Six Bear boats in a row, all white with red bottoms! Can you believe it? It's a throwback to the 50s — too bad we didn't all drive here in pink Cadillacs and Studebakers! We were having a barbeque at the Sausalito Cruising Club a few weekends ago, and decided to haul out together — the other boats here are Bruce Chase's *Huck Finn*, Bill Jelliffe's *Puff*, Tom McCarthy and Denise Hinckle's *Watah* Bear, Paul Zupan's *Sugar Foot* and Marlen Press' *Root Bear*. We're like a big family; we're all going to do the Vallejo Race together, and we've got some cruises to Petaluma and the Estuary lined up, too. Our motto is 'Bear Boats Forever!'"



SPRING

Mark Dallman (below), *Prime Time*, Pacific Seacraft 25, Berkeley (at Hal Nelson's Boatyard): "I bought this boat from my Dad in 1983. He owned it for six years before that, but then it got too small for him. He kept it in San Diego and I used to sail it to Catalina and all over Southern California.

"Did I sail it up the coast? Ha, do I look crazy? These days, I just sail it around the East Bay. I'm an engineer on a tugboat with Crowley Marine, so I'm out on the water all the time anyway. Who knows, maybe I'll finally get to the Delta this summer... What am I doing? Well, you see, I forgot to shave this morning. Actually, I'm hauled out to check on the blister job I did three years ago. Some of 'em are coming back, but it's not too bad."



Bob Kingman (above), *Mahe*, Seychelles 27 #4, Berkeley (at Berkeley Marina): "We're doing a total restoration of the boat, taking it down to bare wood and rebuilding everything. Putting in a new engine, too. *Mahe* — she's named after the main island of the Seychelle group — was built in Hong Kong 25 years ago. I bought her pretty cheap from the Boy Scouts three years ago; believe me, this refit is costing a lot more than what I originally paid for her. Ahh, the joys of owning a wooden boat! See all these hoses and sprinklers inside here? It's a temporary drip irrigation system I'm using to keep the wood wet so it doesn't crack. Yeah, it's a lot of work, but isn't she a beauty? All strip planked teak and solid as a brick! I hope to be sailing again by the middle of the summer."

Barbara Silva, *Lee C*, Ericson 31, San Leandro (at San Leandro Marine Center): "The boat belongs to my boyfriend, Larry Rebeck. I'm taking a break while he's off at the store getting some more nuts and bolts, or something. We're hauled out to do the bottom and fix a crack in the rudder; I think Larry hit something, but he's not saying.

"It's a normal weekend for us, except that the boat's in the yard: We generally come up here from Santa Cruz — where we live — on Friday night and spend the weekend aboard. We hope to sail to Mexico in a few years, but to be honest, we haven't even sailed her down to Santa Cruz yet."

CLEANING



Tony and Kay Valente, *Astraea*, Westsail 43, The Estuary (at Svendsen's): "Why's my wife working while I'm not? Well, it's not the way it looks — I just spent an hour inside the boat changing three electrical switches. Really. This is my first beer of the day, honest!"

"This is the first time we've been out in years, so we're doing a bit of everything to the boat. We've had her down in Ventura for the last four years, and we commuted back and forth on weekends. We were going to sail to Mexico in '84, but never got past the Channel Islands because of problems with my data communications business. In a few years, I hope to take my company public; then, we'll finally get to Mexico. This summer? We'll go up to Drakes Bay and Bodega Bay — we haven't been there for a while."

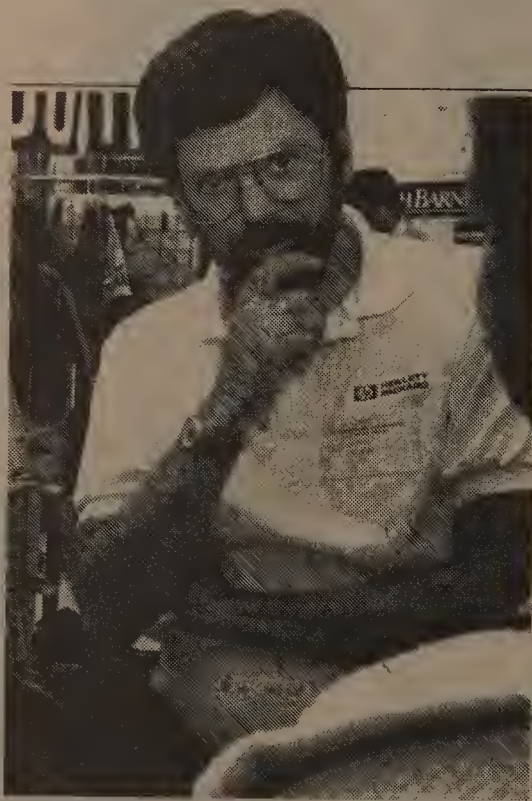
ALL PHOTOS LATITUDE 38/ROB

THE GREAT

The bad news is, most of the EPIRBs we tested at our Marina Villange boat show booth flunked current FCC spectrum coherency requirements. The good news is, through conversations with NASA/Westinghouse, "babysitters" to the COSPAS/SARSAT satellite system, we found out that the satellites have a wider margin of error than was previously thought. In other words, even if an EPIRB does not meet FCC specs, a satellite may still be able to "hear" it.

That was only one of a hundred contradictions concerning EPIRBs, the world's most contrary invention since the sailboat. We've known women who were easier to understand. (Okay, you're right — that's one exaggeration no one will buy.) But we tried. Here's what we did and some of what we found out.

A total of 97 EPIRBs were tested on April 15, 16 and 22. (Testing the last Sunday of the show had to be cancelled due to scheduling conflicts with our volunteers.) The two principal testers were Bob Matreci of Hewlett Packard in Santa Rosa and Rob Hinz of Applied Signal Technology in Sunnysvale. Rob's wife, Bonny, played secretary for the three days, taking down



Bob Matreci.

names, model numbers and other information, and generally keeping the sometimes impatient crowd at bay. The \$65,000

worth of testing equipment was on loan from Hewlett Packard.

Because Bob and Rob had done their homework — extensive telephone calls to everybody from the FCC to Westinghouse to EPIRB manufacturers — we feel the test was the most accurate possible without disassembling each unit in the controlled environment of a testing laboratory. It was at least as accurate as any the FCC plans to do, because we used their specifications to determine what constituted coherent and non-coherent signals.

Overall, only about a quarter of the units tested met current FCC spectrum coherency specifications, which was slightly worse than expected. On the other hand, all the post-October '88 units passed. (FCC spectrum coherency requirements required all units manufactured after October 1 to meet specs.) That they all happened to be made by ACR electronics in Florida was no coincidence. After the new spec require-

WHAT THE TEST MEANT

What did this test measure?

Almost all Class A and B EPIRBs (Emergency Position Indicating Radio Beacon) available for the last 10 to 15 years transmit on two frequencies: 121.5 MHz and 243 MHz. Once an EPIRB is activated, one or both of these signals are meant to be picked up by tracking satellites and homing aircraft, thus effecting rescue. The spectrum analysis test simply measures the "purity" of those signals.

Why is that important?

The COSPAS/SARSAT satellite program, a global rescue system currently employing three Russian and four American satellites (and six Earth stations), is a very efficient one. But these satellites need a

certain degree of accuracy in a signal received from an EPIRB to transmit its position accurately to a land base. This is what experts refer to as a "coherent" signal. If an EPIRB's signal is too far off 121.5 or 243 MHz, it's harder for the satellite to relay accurate information, and harder for land-based personnel to interpret. (Compare it to plotting a course using a foot-long stick rather than a plotting ruler marked in 16ths of an inch.) If a signal is too far off frequency, or "noncoherent," it's possible that a satellite might not "hear" it at all.

What constitutes a "coherent" and "noncoherent" signal?

Two factors. First, the COSPAS/SARSAT satellites have a band width — a "slop factor" if you will — of 25 KHz in the 121.5 band, and 48 KHz in the 243 band. For example, on 121.5, a satellite can hear an EPIRB signal that wavers as far as 12.5 KHz higher or lower from its assigned frequency, or between about 121.488 and 121.512 MHz. However, for a satellite to hear the entire signal, which it must in order to get the most accurate fix, the margin of error is only 5 KHz either way (10 KHz for 243).

Secondly, wherever the main "spike" of the transmission is, the unit must transmit at least 30 percent of its power within ± 30 Hz (121.5) or ± 60 Hz (243) of that signal. If it doesn't, a so-called "side band" can absorb so much of the main transmis-



Examples of coherent (left) and non-coherent signals. Note how coherent signal has a strong main "spike." On noncoherent signal, the "smearing" of the sideband can mask the main signal.

sion signal as to render it ineffective.

So, if your EPIRB is transmitting within ± 5 KHz on 121.5 and within ± 10 KHz on 243, and at least 30 percent of its power goes into the main power spike, it meets current FCC specifications as "coherent".

An EPIRB signal farther out than ± 5 KHz (121.5) or ± 10 KHz (243), or one whose main signal power is unstable is considered "noncoherent", likely to cause either significant position error or to not be picked up by a satellite at all.

(Not to complicate matters any further, but it's worth noting that there's a good deal of speculation as to how well "middle-ground" EPIRB signals — those wavering more than ± 5 KHz, but not beyond ± 12.5 KHz on 121.5; or more than ± 10 KHz but not beyond ± 24 KHz on 243 — will work in a rescue situation. Assuming an otherwise acceptable power spike, and

HOW THEY FARED

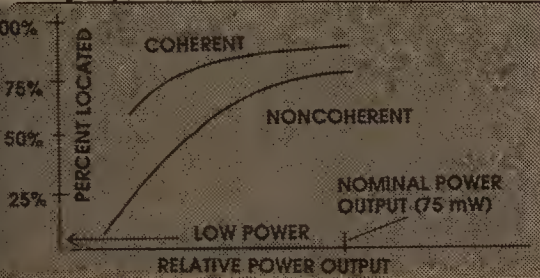
test*	C	M	N
COHERENCY (spectrum shape)	16	49	20
CARRIER BANDWIDTH ("smearing")	31	39	25
POWER IN CARRIER	21	44	30

* C=coherent signal; M=marginal; N=non-coherent. A total of 95 units were tested.

certain degree of accuracy in a signal received from an EPIRB to transmit its position accurately to a land base. This is what

EPIRB EXPERIMENT

ments came out, all manufacturers stopped producing units until they could come up to speed. So far, ACR is the only American company we are aware of that has started back up. Interestingly, Xcelatron and Halotech actually went out of business after the requirement went into effect, and another company, Guest, discontinued EPIRBs



This graph shows how the likelihood of rescue drops with the power. Check your batteries!

from their product line.

As far as existing older units were concerned, ACR also scored well. A full 70 percent of their full-size RLB-12 and RLB-20 units met spectrum coherency, though some of the manufacture dates went back

considering the sophistication of the CO-SPAS/SARSAT satellites, experts say these signals will *probably* still be picked up and, with enough satellite passes, a usable position fixed.)

What do I do if my EPIRB doesn't transmit within specs?

Well, we've heard that with a shade and rewiring, they make pretty interesting table lamps. Seriously, a crummy EPIRB is better than none, so don't throw it away unless you've definitely decided not to "take your chances." As mentioned, an EPIRB with one or both transmission frequencies technically noncoherent *may* still be picked up by a satellite — and will definitely be picked up by monitoring aircraft, which listen for the "whoop-whoop" sound rather than a signal. (Commercial aircraft monitor 121.5 on a voluntary basis.)

The FCC has only required EPIRBs to meet the aforementioned spectrum coherency requirements as of October 1, 1988. Essentially, this means that all new units now on the shelves should transmit coherent signals. Unfortunately, it also means that if your older unit doesn't, the manufacturer (if still in business) is not legally obliged to make it right.

If I decide to buy a new EPIRB,



Rob and Bonny Hinz.

as far as 1977. The only other company whose products performed anywhere near uniformly was Greenwich Marine Electronics of Australia. Only a handful of their units were tested, but all passed. All other makes and ages of EPIRBs had no discern-

how do I know it won't have the same problem?

Look for a sticker noting that the unit meets FCC spectrum coherency requirements and/or a date of manufacture after October 1, 1988. If the sticker is not there, or if the EPIRB predates October, keep shopping. (Currently, the FCC tests new units, but only for proper power output and watertight integrity. They plan to begin additional testing for spectrum coherency in the near future. The last link in insuring proper operation, keeping a good battery in the unit, is up to you.)

If you can afford it, and don't mind a short wait, replacing an old EPIRB with a so-called "406" type EPIRB could add a significant measure of safety to anyone unfortunate enough to ever need rescue. Named for their transmission frequency, the signals of these units are purported to be some 25,000 times more accurate than those of current EPIRBs. The 406 EPIRBs also transmit on the 121.5 and 243 MHz bands. Many feature built-in strobes, and some will actually be able to transmit information (such as the nature of the emergency) when activated. They are scheduled for release later this year pending FCC certification. The bad news is, prices will start at about \$1,200, compared to \$300 or \$400 for a "normal" EPIRB.

able pattern of failure or non-failure.

It's worth noting that the relatively small numbers of non-ACR units would preclude any valid analysis anyway. It's also important to realize that other variables, such as battery age and strength, detracted from any all-encompassing conclusions. (About a dozen units brought by could not be tested because their batteries were dead.)

Hopefully, the rest of the test results and reference information on these two pages is self-explanatory.

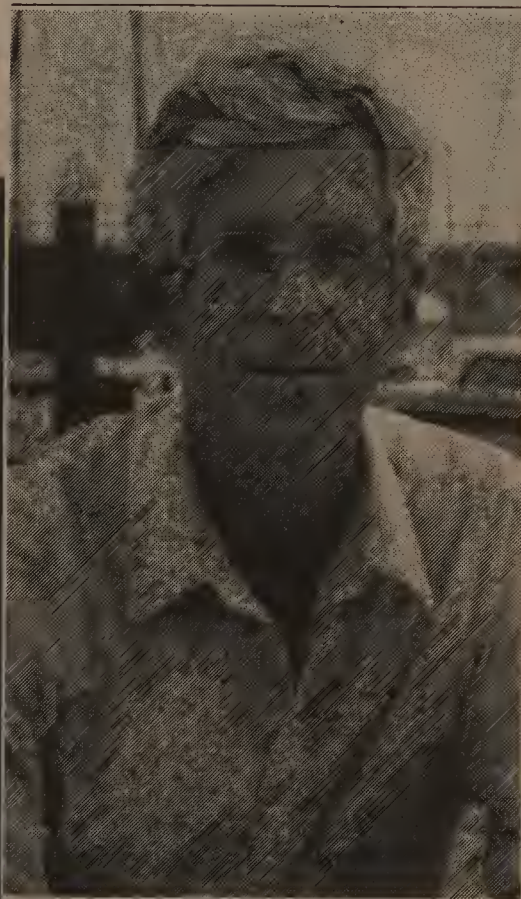
We'd once again like to thank Bob Matreci and Rob and Bonny Hinz for giving up a weekend and a half to tough out the crowds in our boat show booth. We also thank all of you who brought EPIRBs by. Not all of you liked what you heard, but even those who walked away with little more than \$300 doorstops contributed to a body of knowledge that may one day make EPIRBs more efficient for all of us. As requested, copies of the test results will be forwarded to NASA/Westinghouse, the FCC and the Coast Guard, among others. They'll be used to support legislation to help improve emergency electronic gear for both the marine and aviation industries.

For those of you who "forgot" (sure, sure) and now feel both guilty and paranoid that your EPIRBs might not work properly — tough buns, you had your chance. Just kidding, just kidding. With enough positive feedback, we may arrange to repeat the test at some future date.

Right now, however, the biggest revelation to come of the Great EPIRB Experiment is that we're so sick of EPIRBs we can't see straight. For a while, at least, we're going to try to forget they ever existed.

— latitude/jr

SINGLEHANDED



LATITUDE/JA

Above, Bob Sleeth. Spread, *Echo* slips by the South Tower.

Too many boats. That's what Bob Sleeth figured as he passed under the Golden Gate Bridge en route to the finish of the April 1 Singlehanded Farallones Race. And when he rounded up between there and the finish line, then went "seining for guppies" for several minutes with the downed spinnaker, he was sure of it: There were just too many boats ahead for him to have placed very well.

So it seemed too good to last when he found out that *Rampage*, his Cal 2-30, had corrected out over the nearby finishers. But the real surprise came Sunday after the scores of the 47 finishers had been tallied up: Not only did he win Division IV, he also took first overall!

"I really didn't expect that," admits Bob. "I actually did quite a bit more physical preparation for this race — running and working out — than I ever have, but I also made more mistakes than I usually do." In fact, not to detract from Bob's win, but hearing a blow by blow account almost sounds like a stand-up routine on *Star Search*.

First of all, sometime after the 10-minute gun, his watch just stopped. That made him late for the start. Then, like everyone else, he had to postpone any sail changes or positioning strategy in order to

FARALLONES

avoid mass genocide of about a zillion El Toro skippers. A speedy year for the little boats in their annual Bullship Race across

One of the
hardest parts was
avoiding mass
genocide
of the El Toro
skippers

the Golden Gate channel put them right in the path of the 60 Singlehanded Farallones Race starters, and with 15 to 20 knots of breeze blowing, there was some pretty fancy zig-zagging going on in both fleets. Fortunately, nobody showed up in either the headlines or the obituaries the next day.

When the wind clocked to the southwest about halfway out, unusual for this race, *Rampage* was "neither hurt nor helped," says Bob. (Most of the other division victors "won" their races in this stretch: by staying to the south, they picked up the windshift before everybody else.) Then, once *Rampage* rounded the island and Bob set the chute for home, the confused conditions—swells from the northwest and wind from southwest—precluded leaving the helm. That meant Bob couldn't go below to navigate without "flaming out." No huge problem in clear weather, but it was starting to drizzle and visibility was rapidly deteriorating to zip. So Bob just hung on and did the logical thing: He followed the boats in front of him.

"I did some mental calculations and figured the Lightbucket should show up about 5 O'clock," says Bob. At least that worked out as planned. After putting on the spinnaker "finale" to his performance, Bob finished at 6:45 p.m., edging out perennial competitor Peter Jones on his Yankee 30, *Emerald* by a scant minute and a half, boat for boat.

Comedic overtones aside, Sleeth is one of the old hands at this race, and is richly deserving of the win, his second in a row. (His '88 win was decidedly more dramatic: *Rampage* was one of only 18 finishers in that stormy, windy race.) Only Dee Smith and Mike Lingsch have equalled that record. This was Bob's sixth Singlehanded Farallones.



SINGLEHANDED



LATITUDE 8

Bill Maudru realized a "record" of his own — "I finally beat Joe Therriault!" says Maudru, whose trimaran *Defiance* was first across the finish line at 5:15. *Defiance*, a Cross 32, and Therriault's *Sundowner*, a Buccaneer 33 tri, have long been friendly rivals.

"Joe can out-point me, but I'm faster off the wind," says Maudru. "This time, after I'd heard the weather report of a front coming through, I went south (of rhumb-line) while a lot of the other boats went north. When the wind clocked, I got it first and actually got lifted to the island." *Defiance* and *Sundowner* arrived at the island about the same time, but once they took off for home, that was all she wrote. "It was a very enjoyable race," says Maudru, who hopes to repeat the performance in the Doublehanded Lightship and Farallones races.

Apparently, he now owns a CQR with flat flukes and his 40-footer is closer to 39.

"Enjoyable" was definitely a sentiment shared by all racers. Despite the cloudy, often drizzly skies and sometimes lumpy

Chris Watts takes a hike on *Anna Banana*.

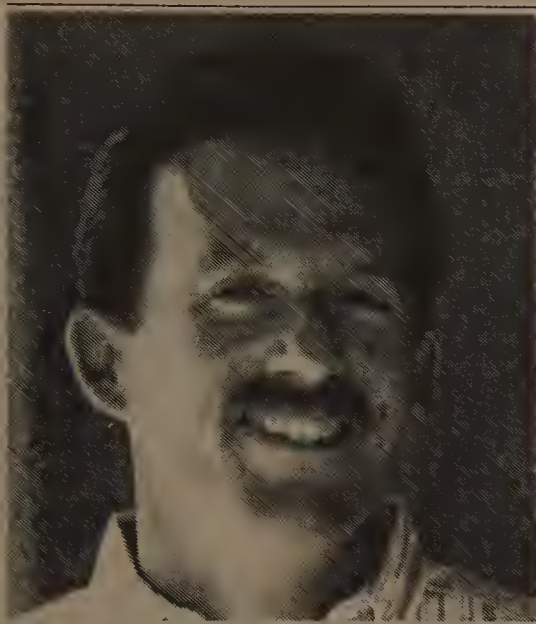
seas, for the first time in a long time, the breeze for this year's race was just right. Once steady from the southwest, it stayed

at 12 to 15 knots the rest of the day and into the early evening. Many competitors who had tried and aborted before finally got to finish the race. A record number of first timers — about a dozen — also successfully completed the 58-mile round trip. Our congratulations to all those "unsung" victors, particularly Chris Watts on Division III's *Anna Banana*, a Moore 24. On this, his first Singlehanded Farallones, Chris not only completed the course only 17 seconds behind the first Division III boat, he ended up correcting out to first in division and second overall!

"Joe Durrett (*Anna Banana*'s owner) was sick so I thought I'd try the race," says Chris, a model of modesty. Actually though, it was far from his first time to the Farallones. He's been around the Rocks on crewed races and won the Doublehanded race last year with Joe. So he'd "been down that trail before," so to speak. He

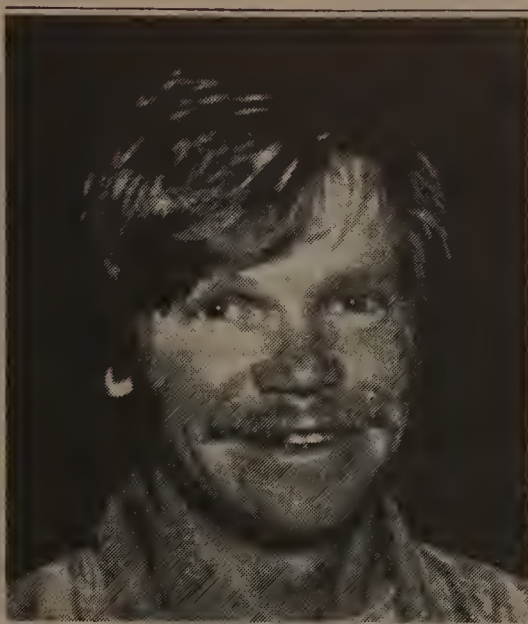


FARALLONES



George Kiskaddon.

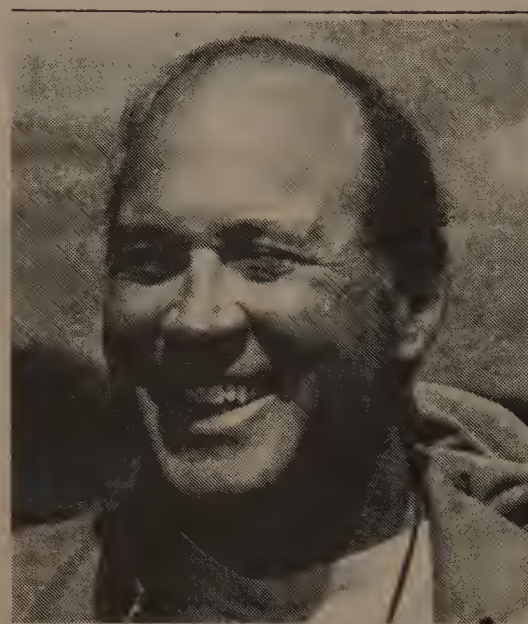
also points out that Moore 24s are ideal boats for shorthanded racing. Can't argue. It's a small miracle everyone survived when the Bullship Race converged with the Singlehanded Farallones Race.



Chris Watts.

there: they have more wins in both the Single and Doublehanded Farallones races than any other design.

After "scaring the hell out of a few El Toros," Chris went straight down the mid-



Bill Maudru.

dle of the channel. "The current is worth so much," he says of the full ebb, "I thought I might as well use it."

By the time *Anna Banana* cleared the coast, Chris realized the wind was up to something unusual. The breezy northwesterly of an hour before had petered out steadily and now the boats to the north were standing up straight. So was the

"I was having to steer around 68 to 70 degrees to make good 60."

smoke on a passing freighter. Chris had planned to head north, too, but now decided to stay in the channel for as long as he could. When the southerly started to fill in, he switched headsails up the 150 and fetched the island easily.

Chris other "secret" was *Anna Banana's* "chicken chute," the same sail that got the credit for the '88 Doublehanded Farallones win. "It's a small, narrow-shouldered spinnaker," says Chris. "It's not great for downwind, but it reaches real well." The "chicken" allowed *Banana* to speed directly for home, letting Chris make up even more time on the competition: unable to carry full spinnakers as high (everybody came



SINGLEHANDED FARALLONES

home on starboard), many of them "sagged" off to the north of the channel. Interestingly, *Anna Banana* corrected out between Sleeth's *Rampage* and Peter Jones' *Emerald*, despite there being less than three minutes of corrected time between them.

George Kiskaddon was another who fit the against-all-odds "theme" of this race perfectly. For one, he forgot the race instructions and was three minutes late for the start. For another, it was the first Singlehanded Farallones he'd completed. For a third, he'd been away from competitive sailing for nearly four years. He won Division II in spite of it all.

George's *Echo*, a Wylie 34, was one of the casualties when local IOR racing went on the endangered species list a few years back. (We featured him in a December, '85, "Season Champions" article.) That and business concerns took him away from all but occasional daysails these last few years. Now that he's back, he finds short-handing a whole new ballgame — one very much to his liking. "We actually did race fully crewed this year in the Big Daddy, and won the first race, but it reminded me of what a hassle it (crewed racing) can be," says George, changing the subject back to shorthanding.

"We've did the Vallejo 1-2 last year and the doublehanded division of the Half Moon Bay race. And Jim Leech and I are planning to do the Doublehanded Faral-



Trimmed perfectly, *Quatro Equis* heads out the channel.

100 percent jib, staying south of everybody else and switching to his #1 at the first channel marker. He began to get the full advantage of the southerly windshift at the Lightbucket and was able to lay the island easily.

"The boats that went north ended up having to tack into the Farallones," says George. "I actually ended up having to bear off about the last quarter mile." He rounded with Bjarne Junge's *Nidaros II*, a Santana 30-30, and eventual second-place Division II boat, *X-Power*, a brand new (and spinnaker-less) C&C 37 driven by Harold Del Rosario.

On the way back in, Kiskaddon found another reason boats were sagging away to the North — current. "There was quite a northerly set," says George. "I was having to sail around 68 to 70 degrees to make good 60." Like other early finishers, he came right down the pipe on the afternoon flood, finishing a little after 6 p.m., practically overlapped with *X-Power*. Only 14 seconds separated the two boats.

And by the way, close finishes were not confined to the class winners. Among other close ones were the last official finishers, John Hendrix on *Surf* and Austin Henke on *Columbia*. Betrayed by the changing tide, they crossed the finish line about 1:30 Sunday morning — only six minutes apart.

Despite the most ideal conditions in a long time, the race was not without its share of bumps and bruises. Though every one somehow managed to avoid the El To-

ros, a T-bone collision right at the start between a *Thunderbird* and a *Freya 39* put both boats out of the race — fortunately with rigs still intact. Also, a certain someone who shall remain anonymous was down below navigating when, on the way home, his boat self-steered itself right into one of the channel markers. We won't go into the gory details; suffice it to say that he apparently now owns a CQR with flat flukes, and his 40-footer is closer to 39.

All in all, though, it was a memorable

SHF RESULTS

Name	Type	Skipper
DIVISION I		
1. <i>Defiance</i>	Cross 32	Bill Maudru
2. <i>Sundowner</i>	Buccaneer 33	Joe Theriault
DIVISION II		
1. <i>Echo</i>	Wylie 34	George Kiskaddon
2. <i>X-Power</i>	C&C 37	Harold Del Rosario
3. <i>Fast 40</i>	Adler 40	Alan Adler
DIVISION III		
1. <i>Anna Banana</i>	Moore 24	Chris Watts
2. <i>Alert</i>	Wylie 36	Mike Lingsch
3. <i>Wet Spot</i>	Moore 24	Mike O'Callaghan
DIVISION IV		
1. <i>Rampage</i>	Cal 2-30	Bob Sleeth
2. <i>Emerald</i>	Yankee 30	Peter Jones
3. <i>Pajarita</i>	Golden Gate	Robert MacDonald

lones (on April 29) on the boat. I've had the keel lowered about 11 inches, which really makes a difference in the ease of sailing, and I think helps the boat sail closer to its rating. I really enjoy it."

Sounds like a true convert to us.

But back to the race. Like most competitors, George started conservatively with a

"I actually ended up having to bear off the last quarter mile."

race for all the right reasons. Nobody got unduly bored or horrified, the two most common mental states in the last five or so years of the race.

In fact, about the only undue amount of anything in the 1989 Singlehanded Farallones was the number of victories. In an event like this, there are the official results, and then there are the personal triumphs that make everyone who finishes feel like a winner. To us, that adds up to a near-perfect race.

— latitude/jr

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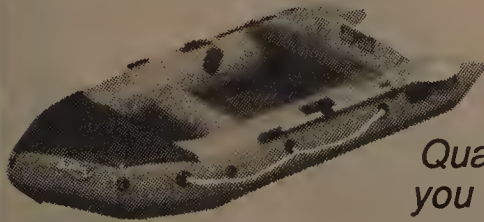
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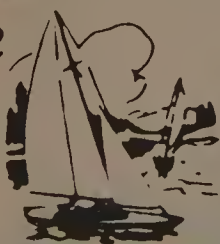
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MAX EBB:

I consider myself very fortunate to belong to a yacht club that isn't locked up all week. Even though it's too small to have restaurant service or even a paid bartender, members can open the front door of the club anytime and use the bar and

the University, and we had almost exactly the same conversation more than a year ago. There I was, spouting off her party

"The two things you do most often are anchor and run aground."

lounge. And on weekday evenings, especially when the days are long and the sunsets are slow, this has always been an attractive alternative to going straight home to the Six O'clock News and dinner. Of course, sometimes I do have to give the impression that I'm staying late at the office. But more usually, with the rest of my family so involved in activities completely unrelated to sailing, my self-indulgence goes uncriticized.

Last week I walked into the yacht club bar on just such a long spring evening to find two of my friends already well entrenched in some of the more comfortable chairs, with newspapers, magazines, brokerage listings and a couple of drinks spread out around them. They were a young couple who had been planning an extended cruise for the last year at least, and their departure was to be this fall. They had sold their last boat, and were now searching for the perfect cruising machine.

"Down to the short strokes," I remarked as I pulled over another chair. "Looks like some serious boat shopping going on."

"There certainly is some serious boat shopping going on," answered the woman, and she read me the vital statistics of a 43-ft double-ended cutter from a classified ad.

"What about this one?" said her husband. "41-ft ketch, just returned from South Pacific; loaded."

"Probably worth checking out."

"If I were going cruising," I said, "I think I'd be more interested in a boat that could sail well in light air. That's the weather that you'll be sailing in most of the time, especially in Mexico. If you're really going to enjoy the sailing, the boat should be lively and fun to sail — something light and responsive."

As I spoke I realized, to my amazement, that I was quoting my techie friend Lee Helm almost word for word. Lee is a graduate student in naval architecture at

line.

"Max, I think you've forgotten a few things about cruising," one of my friends answered accusingly. "There are two things you do more often than anything else: . . ."

"Walk long distances in hot weather to buy groceries," I suggested, "and, let's see . . ." I was interrupted before I could come up with number two.

"No, we mean with the boat! The two things you do most often are anchor and run aground. So we're looking for a boat that's comfortable at anchor and also has a long, medium-draft keel that will be hard to damage when we run aground."

"Seems to me," I responded, "that there

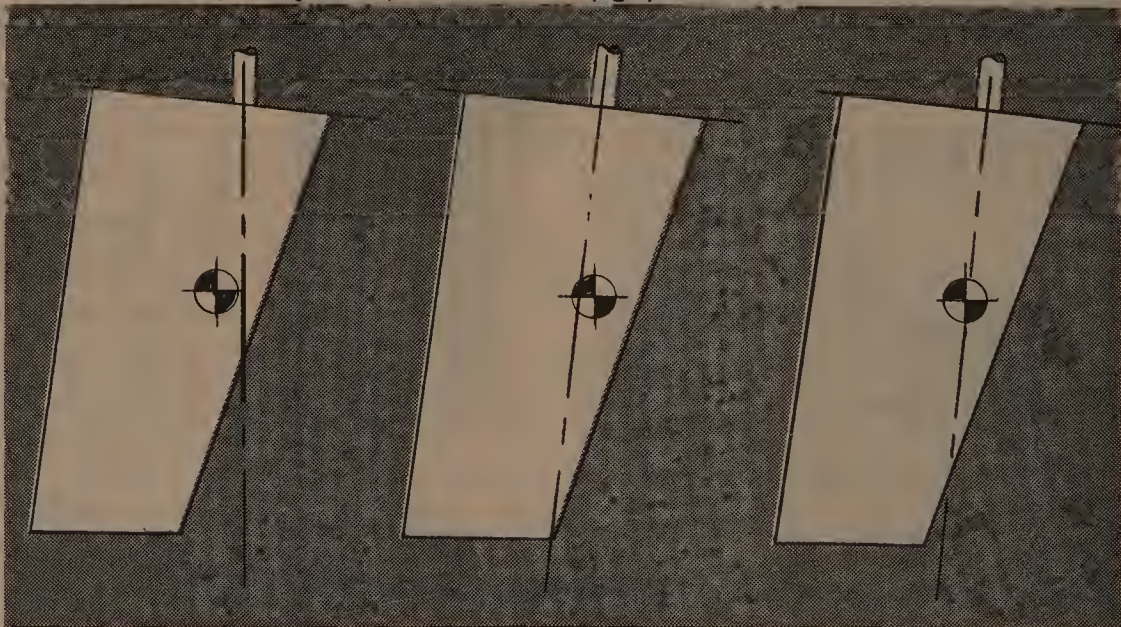
anchorages we can get into. I know we're going to sacrifice a lot of performance, but we think it's worth it."

"Actually," I suggested, "what you really need is a keel-centerboard combination, the kind where the board is housed inside a long, shallow, full keel. That arrangement was popular for ocean racers in the '60s. You get good upwind speed, very shallow draft with the board up and, the way some of those fiberglass boats were built back then, a bulletproof bottom."

"We thought of that, but we're pretty much decided on a fixed full keel. One of the reasons is self-steering. Remember, nearly all of our offshore passage time is going to be doublehanded, with vane gear self-steering. We need a boat that tracks well, and doesn't develop a lot of weather helm. Full keel designs seem to be far superior in this regard, from what we've seen."

More *deja vu*. Lee had once convinced me that all the standard thinking about full keels, weather helm and self-steering was

Examples of under-balanced (left), over-balanced (middle) and neutrally balanced (right) rudders.



are plenty of high-performance fin-keel boats that ride perfectly well at anchor, and that are built as well if not better than the models you're looking at. If I remember correctly, one of the few boats to wash up on the beach virtually undamaged during that Cabo storm a few years back was an ultralight 40-footer."

"Maybe so, but the fin keels will still draw more water and restrict some of the

nonsense, but I had no idea how she did it.

Just then, the yacht club doorbell, sounding incredibly loud in the nearly empty building, broke my train of thought.

"I'll get it," I volunteered.

When I opened the door I was more than a little surprised to see a dripping wet Lee Helm, fully outfitted in a wetsuit and hot pink windsurfing harness. It was almost as if I had conjured her up.

A QUESTION OF BALANCE

"Hi, Max!" she greeted me as she pushed her bicycle into the building, parking it around the corner under the stairwell. "Glad you're here — I mean, I just thought I'd see if someone I knew was here so I could like, use the shower."

She signed the guest log and then removed a small overnight bag from the clamp on her bicycle's stern rail.

"Awesome, Max. I'm wiped."

"Make yourself at home," I said with friendly sarcasm. "Shall I have the valet park your bike?"

"That won't be necessary, thank you, but if the bar serves hot chocolate. . ."

"Coming right up," I assured her. "But please, Lee, shake off some more of that Bay water before you drip all over the carpet."

"Okay, no prob," she said as she pulled a small towel out of her bag.

When she was dry enough for the lounge I introduced her to my two cruising friends. They seemed extremely interested to learn that Lee was a naval architect.

"What can you tell us about self-steering?" they asked. "We can't decide what kind to buy."

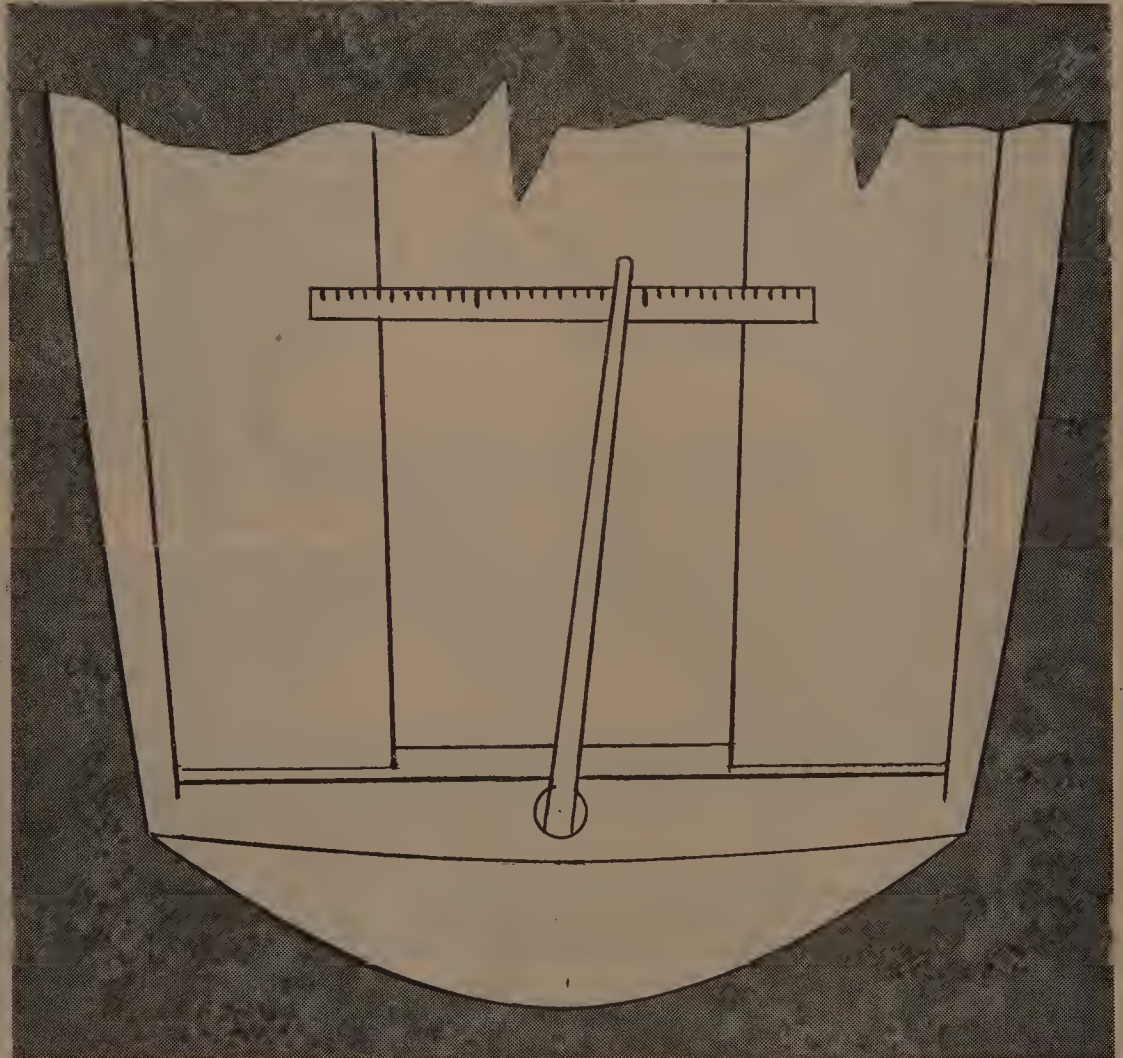
"They all work," she answered. "The main thing is to make sure the boat is directionally stable."

"That's why we've decided on a full-keel configuration. They track straight, and on the boats we've test sailed, you can usually even let go of the tiller and they stay on course."

"That's not a fair test at all," said Lee. "I mean, if you let go of the tiller, it's just as if the rudder wasn't there at all, because it can align itself with the flow and never generate any side force if the boat

der. Most fin-keel boats are very unstable in yaw with no rudder. If you lock the tiller instead of just letting it go, you'll find that

"Okay, that does make the situation more complicated. It depends on what kind of feedback loop is controlling the rudder. And the rudder itself might be unstable, especially at a very small angle of attack."



they go as straight as any other boat. Especially the more modern designs, because the rudders are getting bigger compared to keels."

My friends looked skeptical.

"One of the oldest directional stability

An aerial view of the arrangement for testing stability of the combined boat, rudder and steering system.

"How can the rudder be unstable without the boat being unstable?"

Lee started to sit down on the chair that I had been using, then thought better of the idea (she was still quite wet) and pulled over a wooden chair from a nearby table.

"Are you familiar with the concept of a balanced rudder?" Lee asked.

The cruisers nodded. "Let's review it anyway," she said as she looked around for something to sketch on, finally locating a yacht club napkin. One of my cruising friends produced a pen.

"Here are three rudders," she explained as she drew three trapezoidal shapes, "that go on a boat with a modern fin keel. The only difference between them is the location of the rudder stock, or axis of rotation. If the rudder moves through the water at an angle, the side force produced will be centered very close to a point one-quarter

"Are you familiar with the concept of a balanced rudder?"
Lee asked.

starts to turn. So all you really test when you do that is whether the boat will be controllable after the rudder breaks off."

"But if you let go of the tiller on a fin-keel boat," insisted the cruiser, "it spins out almost immediately. Isn't that unstable?"

I walked over to the bar to start some hot water for Lee's chocolate.

"For sure. You're testing it with no rud-

problems in the world," Lee continued, "is the arrow. Do they put the feathers in the middle, or at the back. Do they use a full-length feather or a short one?"

"But a rudder is different," insisted the woman. "You have to steer with it."

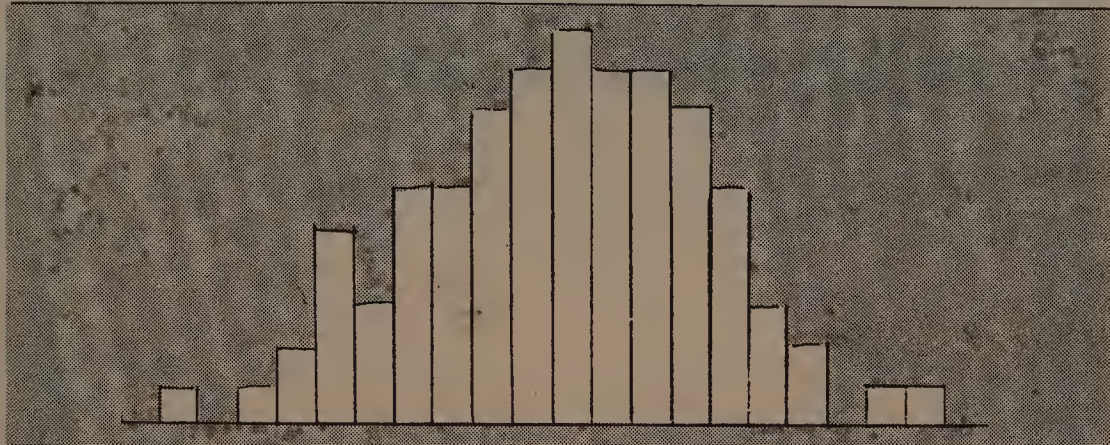
MAX EBB: A QUESTION OF BALANCE

of the way aft from the front edge. Actually, like for a real rudder, this point will be a little further forward at small angles and move aft at large angles, but we'll stick with the linear theory for now."

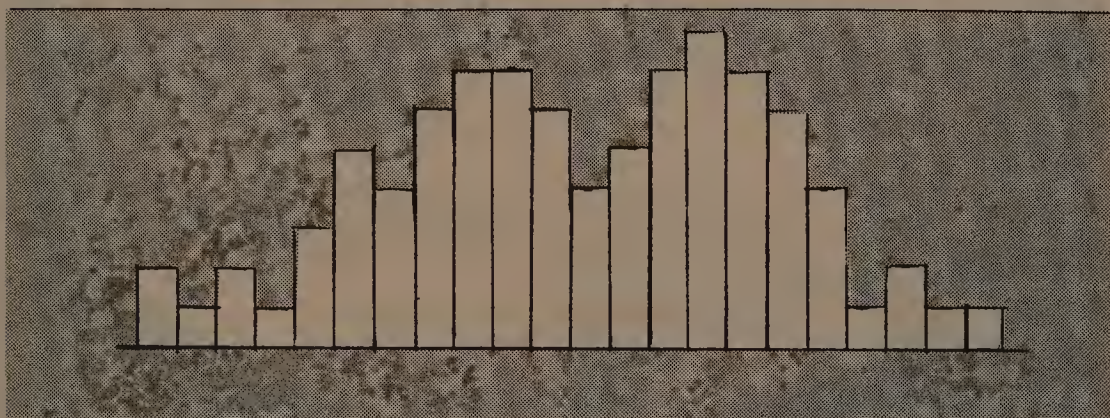
"Okay, we've seen diagrams like this before."

pendulum type vane gear that is affected by tiller force, the stability of the boat is determined by the feedback ratio and the damping constant in the control system."

Lee paused for a minute, expecting



Histogram for stable (above) and unstable (below) steering system, where the vertical axis is number of readings and the horizontal one is tiller position.



"So this rudder is under-balanced — it takes force on the tiller to move the rudder, because the side force tends to straighten it out. This one is neutrally balanced — the force is right at the center stock and won't try to turn the rudder. And this one is over-balanced — the side force tries to turn the rudder to a sharper angle. This part's easy. What gets complicated is when you combine the stability characteristics of the boat, the rudder and the control system that determines how the rudder moves."

From behind the bar I saw my friends nod their head to indicate they were ready for more.

"In all three cases, if the tiller is locked, the boat is very directionally stable. If the rudder doesn't rotate, the axis of rotation doesn't make any difference. Also, if the rudder is controlled by an electronic autopilot or other device that does not sense tiller force, like a worm-gear or hydraulic steering system, then the boat is stable. But with a human driver, or with a

some response from the cruisers.

"What does that mean?" they finally asked.

"It means, like, you can't come to any conclusions about directional stability without some detailed analysis or testing."

"That doesn't really do us any good at all."

"Except that there's a really neat little test you can do to check for directional stability of the boat, rudder and control system combined. And like, it's simple enough to do during a demo sail."

They asked how the test worked.

"All you need is a yardstick and a watch. Tape the yardstick underneath the tiller or alongside the wheel, and at five-second intervals, write down the tiller or wheel position at that instant. Do this for as long as you can — the more data you collect the better the results. But conditions have to be very steady, and the boat should be sailing on a run or very broad reach in reasonably smooth water because the sails can affect stability going upwind, and the engine can have a huge effect on

the rudder dynamics. It's best if the driver is steering at a fixed landmark on shore, or watching the compass."

"What kind of computer program do they need to get results out of all this data?" I asked as I removed the cup of hot water for Lee's drink from the microwave.

"That's what's so neat about it, Max. All you need to do is plot a histogram of the number of readings in each interval — like every inch or half-inch, depending on the range of motion. If the curve has a single peak, the system is stable. If there are two peaks, the system has an unstable range."

I deduced from my friends' silence that they must still be confused. This was a good thing, actually, because I certainly didn't want Lee to know that I didn't remember what a histogram was.

"It's really just a kind of bar graph," Lee continued. "Every five seconds, you write down the position of the tiller. After 10 minutes, for example, you'll have 120 numbers written down. Let's say in this case you're rounding off the readings to the nearest inch, and let's say the average reading was about 18, the middle of the 36-inch yardstick. You count up all the 18s you wrote down — maybe there are 20 of them, and plot a bar that's 20 units high. Then you count the 19s — let's say you got 15 — so you plot another bar that's 15 units high next to the first bar. Then count up all the 17s you wrote down — maybe 14 or so — and plot a bar 14 units high on the other side of the first bar. And so on, until you have a graph representing the number of readings at each tiller position."

I brought her hot chocolate over to the table, and Lee gratefully took a few sips before she sketched some simple results of her proposed experiment.

"We could use our spreadsheet program to generate a bar graph of this data," they noted with some enthusiasm.

"Perfect!" said Lee. "Bring your laptop out on the boat."

Lee gulped down the rest of her chocolate and was off to the shower (leaving a puddle on the seat of the chair and some wet spots on the carpeting). My friends picked up their magazines and resumed reading ads to each other. Their range of acceptable boats was broadened slightly, however. Evidently, they were really planning to conduct Lee's stability experiment on the next sea trial.

"Maybe we could get Lee to come out with us on the test sail this weekend," they wondered.

I hope the yacht broker is ready.

— max ebb

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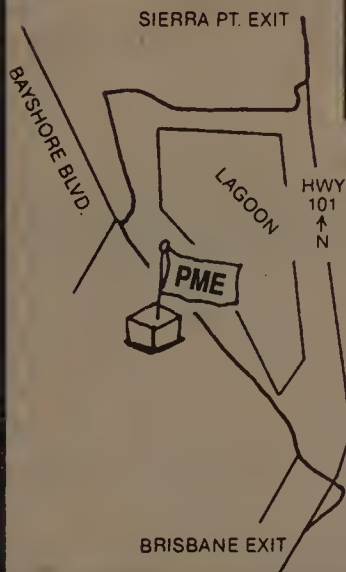
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AMERICA'S CUP:

A majority of Northern California sailors believe that Judge Carmen Ciparick was correct in awarding the America's Cup to New Zealand because the San Diego YC had violated the spirit of the Deed of Gift.

Slightly more than 37% are "fed up with the bickering" that has so tarnished the more than century old competition:

Nearly 35% percent believe Judge Ciparick was wrong, and the San Diego YC should have retained the Cup.

Almost 4% volunteered the opinion that Dennis Conner and/or the San Diego YC should be banned from future America's Cup competition — or worse.

These are the results of a vote taken on the matter at *Latitude's* booth during the first four days of the Spring Boat Show at Marina Village in Alameda. Over 200 sailors battled their way past our EPIRB testing equipment to cast ballots and express their opinions.

The latest and most dramatic turn of events in America's Cup history — as noted in an April *Sightings* 'news flash' — was that on March 28, Judge Ciparick ruled that the San Diego YC, by violating

Although the 37% of you who are 'fed up with the America's Cup bickering' may want to skip the next 32 paragraphs —

"The nature of the issue facing this court is not in controversy. The court must decide whether San Diego was permitted to

"It is clear a catamaran may not defend the America's Cup."

which are excerpted from Judge Ciparick's 14-page decision — we think the majority of you will find her decision fascinating. Many of the misunderstandings about the legal issues — as evidenced by sailors' comments later in this article — are cleared up in the following decision:

"The parties initially appeared before this court in a dispute over the validity of . . . Mercury Bay to sail . . . the America's Cup with a yacht measuring ninety feet on the load water-line. The court found the challenge to be valid and declined to amend the Deed of Gift to bar such a challenge as sought by San Diego."

"Thereafter, Mercury Bay sought to hold San Diego in civil contempt for threatening to defend . . . in a catamaran. This court's decision of July 25, 1988 determined that there was, at that juncture, no basis for a finding of contempt nor for rendering an advisory opinion. The court further stated that 'Nothing in this decision should be interpreted as indicating that multihulled boats are either permitted or barred under the America's Cup deed of gift.' The parties were expressly advised therein of the risk of forfeiture under the Deed."

"The court notes that despite the urgings of the court and the global yachting community, San Diego and Mercury Bay were unable to reach an agreement as to acceptable terms of the race so as to conduct the competition under the 'mutual consent' provisions of the Deed of Gift and to provide for multinational participation."

"Through their unprecedented intransigence, San Diego and Mercury Bay have charted a course that has inextricably led them to the courthouse for a determination as to the lawful holder of the America's Cup."

defend the Mercury Bay challenge . . . with a multihulled vessel, specifically a catamaran."

"To determine the disqualification question the court must look to the Deed of Gift which sets forth . . . basic specifications for the vessels. San Diego argues that other than express limitations of the Deed . . . the defending club may choose any type of vessel without regard to the nature of the challenging vessel or its specifications. Mercury Bay, on the other hand, contends that the Deed of Gift read as a whole, limits the defender beyond . . . the terms of the Deed of Gift so as to require the defender to compete in a match on equal terms with a 'like or similar vessel'."

"The Deed of Gift is devoid of references to multihulled vessels. Nor does the Deed state in specific terms the type of vessel or restrictions as to specifications of the defending vessel."

[Quoting from the Deed] "The challenging Club shall give ten months notice in writing, naming the days for proposed races: . . . Accompanying the ten months notice of challenge, there must be sent the name of the owner and a certificate of the name, rig and following dimensions of the challenging vessel, namely length on the load water-line: beam at load water-line and extreme beam; and draught of water: which dimensions shall not be exceeded." [End of quote from Deed].

"Mercury Bay aptly argues that in the context of an instrument drafted with an economy of words, there would be little logic in providing for the tender of specifications by the challenger ten months in advance if the defender could then construct any vessel meeting the bare minimum specifications of a ' . . . vessel propelled by sail only' not exceeding 'ninety feet on the load water-line.'



"Dirty Dennis", as the Kiwis dubbed him, was all smiles after "winning" the Cup last September.

the spirit of the Deed of Gift, had forfeited the coveted trophy to New Zealand. The legal issues involved are quite interesting; certainly more so than the actual racing, which packed all the wallop of fresh vial of Valium.

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"When considering the Deed's basic specifications and the challenge notice requirements, the conclusion is inescapable that the donor contemplated the defending vessel to relate in some way to the specifications of the challenger . . . conversely, if the defender was free and therefore encouraged to build to the absolute specifications of the Deed without regard to the contents of the challenge, there would be no need for the challenger to reveal the specification of its craft."

"The Deed of Gift further provides: 'Centre-board or sliding keel vessels shall always be allowed to compete in any race for this Cup . . .'

"The use of the terms 'centre-board or sliding keel' in the singular would tend to indicate that the donor did not contemplate multihulled vessels competing for the Cup. Catamarans were in existence in racing at the time of the Third Deed of Gift and the donor could have provided for their participation by utilization of the plural in



Kiwi challenger Michael Fay is the one who's smiling now.

reference to centre-board or by specifying dimensions permissible for catamarans."

"The court further notes that the basic minimum-maximum load water-line specifications, while of great significance in

monohulled races, lose significance in 'mixed' races between multihulled and monohulled vessels. Therefore, the nature

of the basic specifications of the vessels set out in the Deed of Gift supports the conclusion that a race limited to monohull vessels was contemplated by the donor."

"Perhaps the most significant sentence of the Deed is the one setting forth the trust purpose. The pertinent provision states:

'This Cup is donated upon the condition that it shall be preserved as a perpetual Challenge Cup for friendly competition between foreign countries.'

"The emphasis of the America's Cup is on competition and sportsmanship. The intention of the donor was to foster racing between yachts or vessels on somewhat competitive terms. The Deed of Gift, when read as a whole, expressed the intent of the donor that the defender of the America's Cup operating within the limitations of the challenge provisions, select a vessel that is competitive with that of the challenger. While this may not rise to the level of a "like or similar" standard, the import is clear from the provisions of the Deed of Gift that although design variations are permitted, the vessels should somewhat evenly be matched."

"The court finds that the intent of the donor, as expressed in the Deed of Gift, was to exclude a defense of the America's Cup in a multihulled vessel by a defender faced with a monohull challenge."

"To sail a multihulled vessel against a monohulled yacht over the type of course contemplated by the donor is, in the opinion of most boating authorities, to create a gross mismatch and, therefore, in violation of the donor's primary purpose of fostering friendly competition."

"Notwithstanding the foregoing, if the Deed of Gift were determined to be ambiguous or uncertain as to the defending

catamaran's eligibility, it is a basic rule of trust construction that the court would then necessarily resort to extrinsic evidence and surrounding circumstances to ascertain the intent of the donor.

"While both parties have resorted to

"San Diego was well aware of the risk when it chose to defend with a cat..."

extensive analysis of the correspondence and statements of George Schuyler as well as to the history of the America's Cup in general, the balance of extrinsic evidence points to the conclusion that a genuine competition was of paramount importance to the donor, and that the defender is bound to produce a vessel on the starting line in keeping with that intent."

"Schuyler was well known for his overriding concern that the terms of the Deed of Gift foster a fair competition without either side holding a built-in advantage. To that end the Deed was amended on two occasions . . ."

"A trustee's administration of the trust may also be instructive as to the way in which a trust should be construed . . . Therefore, the practice of the trustee-defenders in implementing the Deed and the America's Cup competition over the past one hundred and thirty-odd years may be considered by the court when addressing the viability of San Diego's defense with a catamaran.

"As the court has already noted, no participant has ever utilized a multihulled vessel in America's Cup competition. Additionally, notwithstanding the arguments proffered by San Diego as to design variations between past Cup competitors, it is distinctly significant that defenders have virtually always met contenders with vessels of closely comparable (or shorter) load water-line lengths . . . The Cup history points to remarkably matched vessels when gauged by significant load water-line specification."

"While the history of the America's Cup indicates that variations of design were not precluded, there appears to be virtually no instance where the challenger was not met with a comparable or smaller vessel in terms of load water-line length. To allow use of a multihulled vessel is more than to countenance mere design variations. To permit a race between a monohull and a

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multihull would be to countenance a mismatch comparable to a race between monohull vessels with one having a substantial advantage in load water-line.

"A resort to extrinsic evidence and the practice of implementations of the Deed of

carried out in accordance with the letter and spirit of the Deed of Gift. San Diego clearly fell short of its obligations as trustee

"San Diego clearly fell short of its obligation as trustee..."

Gift further establishes that the Deed does not permit the defense of the America's Cup against a monohulled yacht by a catamaran.

"While a competitive standard such as the 'like or similar vessels' standard offered by Mercury Bay may not always be easily implemented, there is no doubt that San Diego's defense of the America's Cup in a catamaran against Mercury Bay's monohull challenge clearly deviated from the intent of the donor.

"Therefore, whether the court limits its inquiry to the trust instrument or accepts extrinsic evidence, it is clear that a catamaran may not defend in America's Cup competition against a monohull. Accordingly, San Diego shall be disqualified in the September 1988 competition.

"The court is mindful that forfeiture is a drastic remedy in the instance of a competition such as the America's Cup with its large economic significance and prestige. Nonetheless, the parties neither seek nor suggest any alternative relief upon disqualification of a competitor, nor is any alternative relief feasible under the circumstances. San Diego was well aware of the risk when it chose to follow the unprecedented course of defending in a catamaran. Barely paying lip service to the significance of the competition, its clear goal was to retain the Cup at all costs so that it could host a competition on its own terms. San Diego thus violated the spirit of the Deed. In contrast, the New York Yacht Club in its tenure as trustee for over one hundred years, was able to conduct numerous defenses without the need for judicial intervention to ensure conformity with Deed terms.

"The defender of the America's Cup is more than the current champion yacht club. The yacht club winning the America's Cup becomes the sole trustee under the Deed of Gift and has an obligation thereunder to ensure fair competition . . . The defender of the America's Cup, as trustee, is charged with the responsibility of insuring that a subsequent defense is

of the Deed of Gift.

"It is in the best interest of the America's Cup competition that this episode be overcome and that the global yachting community be afforded a fair opportunity to participate in this prestigious event. It is hoped that further defender-trustees will place the interest of the Cup and its spirit in a paramount position. The court urges Mercury Bay to fulfill its obligations as trustee in the spirit of friendly competition that George L. Schuyler intended.

"The application by Mercury Bay for disqualification of San Diego Yacht Club is granted. The application by San Diego is denied."

Wow! San Diego got drubbed in the courtroom as bad as New Zealand had been drubbed on the race course.

The news reached Dennis Conner, whose name and reputation are forevermore interwoven with the America's Cup, at just about the worst possible time. He was awoken at 0600 by a stewardess during one of those interminable trans-Pacific flights to Australia, the purpose of which was to try to keep October's upcoming 12 Meter Worlds in Perth from being cancelled. So far potential sponsors for the 12 Meter Worlds, slated to be put on by Dennis Conner Sports in conjunction with the Western Australian Development Corporation, have been staying away in droves.

In Sydney just following the decision, Conner told the press "I'm not blameless [for the decision to defend with a catamaran], but it certainly wasn't Dennis Conner's sole decision." Conner further said although he was "very, very disappointed", he would abide "by the umpire's decision". Although he wasn't sure he'd be willing to lead an American challenge to New

Zealand, he still felt he had it in him "to make a very serious attempt to bring it back to America where it belongs."

A coincidence of scheduling put Conner in Auckland, likely site of the next Cup in 1992, a few days after Ciparick's decision. Appearing on a Kiwi television show, he walked off the set when a video of the *Stars & Stripes* team's disgraceful post-Cup press conference was aired. While some *Stars & Stripes* brain trust members have publicly apologized for some of their behavior, Conner has staunchly refused to do the same.

Naturally Ciparick's verdict was greeted with joy by Michael Fay, who was swimming laps in a public pool when brought the news. His response: "San Diego didn't want a real race, and even when we offered to delay the race, they didn't want to play the game. Now the judge has stood up for the integrity of the event."



The fate of the America's Cup has been dangling in the balance for the last seven months.

New Zealand's skipper, David Barnes, said, "We've certainly got the last laugh at this stage."

As expected, the Kiwis, who are careful to note they've acquired the Cup rather than won it, were jubilant. Speculation began as to where in New Zealand the Cup would be held; talk was

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bandied about how the miniscule Mercury Bay YC would finally have to build a clubhouse; and there was joking

ruling. They had 30 days to do so. Appealing it would subject the club, its members and the city to as much as

"We (San Diego) feel certain that we are right and the judge is wrong."

speculation as to whether the Old Mug would be safe in its new home, the corner of a woolshack. To top it off, Fay's Capital Markets jumped up 18 cents on the stock exchange.

Initial reaction around the world was generally in support of Ciparick's decision, although it was not unanimous.

Iain Murray, who as skipper of Australia's *Kookaburra* lost the Cup back to Conner in 1987, and who met with Conner almost immediately after the news broke, said: "The judge wasn't very kind to the Americans. She asks a lot of questions and answers them all." He said his enthusiasm for an Auckland-based America's Cup, presumably in 1992, had not dimmed, and that Australia's — and the world's — first 75-footer designed to the new America's Cup rule — should hit the water by December. Murray also predicted Conner would be back with a challenge.

John Bertrand, who secured an eternal place in Australian history by breaking America's stranglehold on the Cup in 1983, welcomed Ciparick's verdict: "What the Americans did cheapened what we did and the America's Cup in general. This sort of thing can't go on forever . . . I have no doubt that San Diego deserved every harsh word said against it."

Several American publications disagreed with Ciparick, the most prestigious of these being the *New York Times*.

Many publications blasted both New Zealand and San Diego. The *Australian Financial Review*, relatively new to America's Cup campaign criticism, got in the nastiest lick: "Only the combined efforts of the leadbottoms of the San Diego Yacht Club and Michael Fay, a Kiwi weenie who wouldn't know a keel from a spare tyre, could produce this spectacle."

Right after Ciparick's verdict was announced, the big question was whether or not the San Diego YC would appeal the

another 12 months of unprecedented international humiliation. Not appealing meant letting the Cup — and a possible billion dollar payday for San Diego — slip away without a fight.

The decision was made quickly. On April 3, San Diego YC Commodore Pat Goddard announced that the San Diego YC Board of Directors, backed by a unanimous recommendation of the America's Cup Organizing Committee, had decided to go ahead with an appeal. The decision got the full backing of Mayor Maureen O'Conner, who strongly suggested Ciparick's decision was politically motivated to benefit the New York YC.

Commodore Goddard justified the appeal as follows:

"As trustee, we feel our overriding responsibility is to protect the future viability of the America's Cup. A sporting event cannot survive under the vague rule of the court's decision."

"Going to court is not our preference. For over one-hundred years we have been sailors and competitors, and we believe that yacht races should be decided on water."

"The judge's latest decision is totally inconsistent with her earlier rulings. Frankly, we feel we have been 'mousetrapped' by the circumstances."

"The trap was set with the court's first ruling that we must comply with the literal interpretation of the Deed. We had asked her to consider the spirit of the Deed and the goal of friendly competition, but she rejected our petition. The trap was baited with the second ruling that held that there is nothing in the Deed precluding the use of a multihull. We were ordered to settle it on the water."

"We feel strongly that the court should not have the power to overturn the results

of a sporting event seven months after it is over. The judge had the ability and responsibility to tell us in July 1988, six weeks prior to the race, of her opinion that the Deed requires that the vessels be somewhat evenly matched."

"It is incomprehensible to us that a court would order the America's Cup be sent to a yacht club that has never won an America's Cup match."

"In summary, we feel certain that we are right and the court is wrong, and there is a groundswell of support for us . . . and we want to thank the members of the yacht club, the citizens of this community and the many people from across America and around the world who are as astounded as we are with this decision, and who have offered their moral and financial support."

You have to wonder if the leadership of the San Diego YC isn't operating under a bunker mentality similar to the last days of the Nixon presidency.



Well, we don't want to say we told you so, but....

The so-called "groundswell" of support seemed largely imaginary. As noted earlier, a majority of those voting in the *Latitude* poll indicated they thought the American judge was right in handing the Cup over to New Zealand. That's no groundswell of support. Here are some voter comments from both sides of the issue, starting with

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those that supported Ciparick's verdict:

"San Diego made the New York YC look good."

"Dennis is probably a great yachtsman, but he was out-witted."

"Ha-ha Dennis."

"My 'yes' vote has nothing to do with the Cup or sailing; it's a vote against lawyers."

"Ciparick was absolutely right."

"I don't approve of the U.S. team's sportsmanship."

"No contest."

"G'bye, Dennis."

"The Cup has always been with monohulls; leave it that way."

"The San Diego YC brought it on themselves."

"I don't approve of the U.S. team's bad sportsmanship."

"Dennis is probably the only person in the world who could win the races and lose the Cup!"

"Race like with like."

"An appeal is unnecessary."

"It's become farce."

"We blew it!"

"Conner got what he deserved."

"Dennis Conner should be banned from the America's Cup."

"No multihull is allowed to compete against a monohull in a race of any stature."

"The spirit of the race is what matters."

"Americans have become real chicken-shits."

"Conner and Sail America are more interested in winning than the spirit of sailing."

"Duct tape on Conner's mouth would be a good idea."

"Let the Kiwis have a crack at it since we'll win it back anyway."

"America's (Conner's) behavior throughout has been a global disgrace. He should be banned from the sport along with that yacht club of his."

"The America's Cup shouldn't be sailed with trick designs or stretching the rules."

"The Sail America people should be made to ride in powerboats without mufflers for a year."

"I agree with the decision totally and hate the focus on money and publicity."

"If Conner wasn't such an asshole we might have seen a real race in beautiful sloops."

This is what some of those who agreed with Ciparick but were "fed up", had to say:

"Allison Jolly, a real sailor, should get the Cup."

"I'm pissed off and think the next host of the Cup should be selected from a lottery of past participants."

"Although the Kiwi challenge was sort of unfair, it was legal. But Conner responded to it as a child who will take his ball and bat home if he doesn't get his way."

"The San Diego YC should have followed the rules."

"New Zealand tried to pull a fast one and got outsmarted."

"Justice and sportsmanship are not mutually exclusive in this case."

"Get Conner out of it."

"I'm an experienced sailor from Ireland, and I thought the race was a bloody farce. I hope the San Diego YC loses the appeal."

"San Diego cheated, pure and simple."

"It was a joke. Give it to New Zealand, they deserve it."

"The Kiwis said they'll keep the Cup in the corner of a sheep-shearing shed. I like that."

"Ban Dennis."

"They have ruined the whole thing."

"Sportsmanship has been abandoned."

The comments of those who disagreed with Judge Ciparick's decision:

"That female doesn't know anything about sailors or sailing."

"America first!"

"A judge has no business in yachting."

"She has no idea what boating is all about."

"It's ours!"

"First cheater cries the loudest."

"She was a jerk!"

"More legal bullshit! Only in America."

"New Zealand started it with an oversized boat. They overrode the rules, so doesn't that negate the rest of the rules?"

"The San Diego YC was within the parameters of the Deed."

"The court shouldn't have decided after the race."

"New Zealand tried to pull a fast one, but got outsmarted. Leave racing out of the courts."

"Get the courts out of sailing."

"The Cup is about who has the most money, not who can sail the best."

"Cats are legal."

"There was no limit on the design."

"Catamarans were known at the time of the Deed and not prohibited."

"The last Cup should be eliminated."

"The last Cup should be cancelled and they should start over from 1987."

"Leave sailing and the interpretation of the rules out of the courts."

"It seems to me that New Zealand also



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violated the spirit of the Deed."

"By challenging with an unlimited boat, Fay opened himself up to an unlimited defender."

"They were both out of line."

"Fay is as much to blame as San Diego for the unsportsmanlike running of the last race."

"The Cup should go back to the San Diego YC."

"The race should be invalidated and the Cup returned to the San Diego YC."

"The race should have been thrown out. I'm looking forward to the next real race — without commercial displays."

"Since when do judges and lawyers give a hoot about spirit?"

"The Cup belongs to the winner regardless of hull shape."

"Sure, San Diego played a trick, but New Zealand stretched the bounds of credibility with their monster boat."

"A valid decision should have been made before the races."

"Speed under sail is all that matters."

"I don't need the courts interfering."

"Set the rules before racing."

"New Zealand started it by giving the U.S. just nine months to prepare a boat when they already had one. The whole thing was a mistake that hurt sailing."

Comments of those who disagreed with Ciparick but are also "fed up":

"I'd throw Fay out for trying to avoid a real race-off and I'd throw San Diego out for trying to get even."

"Fay tried to get an advantage. San Diego was too slow in issuing terms for challengers. The judge flip-flopped. Yachting lost."

"They should rename it the 'Corporate Cup'."

"They should ban racing, motorboats and sailboards. To varnish or to sail; that's the question."

As for the purely "fed ups":

"They should race in Santa Cruz 50's."

"Have an open race, the Cup belongs to no one."

"Give the Cup to the lawyers and courts. We should start a new one."

"They should start all over in England."

"Conner and the Kiwis are all immature snivelers, and the judge is mentally incompetent."

"Where did the sport and gentlemen go?"

"The spirit of the Cup disappeared long ago."

"Screw the lawyers."

"Both sides blew it."

So where do things stand? The San Diego YC appeal will probably set everything back at least a year. If they lose, the next America's Cup will likely be in Auckland in 1992. So far 23 challengers from 10 countries are expected to battle for the Cup, including four from the Soviet Union. The races would be sailed in the new 75-foot America's Cup class boats. Based in part on Judge Ciparick's hammering of the San Diego YC, most observers feel the appeal will be denied and the Cup held in New Zealand. But, you never know.

If San Diego win the appeals, everything is up in the air again, including the use of the new America's Cup class. New Zealand could be chucked out, they could be forced to re-sail the last Cup in similar boats . . . Lord knows what.

Northern Californians fed up with the Cup may be upset to learn that the St. Francis YC board of directors have gone ahead and entered a challenge with Mercury Bay YC. The St. Francis isn't about to mount a club campaign however, they've just positioned themselves as a vehicle for a syndicate that wants to put together a respectable, first-class effort.

Latitude's two-cent's worth on the subject: Although brash and different, the Kiwi challenge was consistent with the spirit and letter of the Deed of Gift. On the other hand, the San Diego effort was a manifestation of Conner's single-minded outlook: "I don't like to sail . . . I like to win."

Thus it was a case of "it's not whether you win or lose but how you play the game" versus Vince Lombardi's "Winning isn't everything, it's the only thing." Ciparick, bless her heart, ruled against Lombardi. As such, she's Latitude's Sportsperson of the Year.



New Zealand, winner of the 27th America's Cup.

THE WORLD

This month, we offer an overview of what the summer climate's like in various charter destinations; an update on getting to and from **Puerto Escondido, Mexico**; a report on racing in **Greece**; a plea to save **Jost Van Dyke, B.V.I.**; and, at the end, an offer you can't refuse.

Summer Chartering

With the change in seasons, the desirability of charter destinations shifts. We offer this brief review:

The Sea of Cortez: Between now and the end of July is the ideal time to cruise from La Paz north. Winter's cold northers are long gone, replaced by predominantly light southerly breezes. If you like heat, the Sea of Cortez is for you. Air temperatures by the middle of May and June are in the high 80's and 90's, and triple digit readings come as no surprise. The water, which was still very chilly in early April, starts hitting the 70's and 80's. (When diving deep, however, always wear a wetsuit). If possible, you should try to get your charter in before late July, by which time the mercury starts shooting out the top of the thermometer!

No matter if you base from Puerto Escondido in the north or La Paz in the south, anchorages are abundant, excellent and close together. This is the destination for nature lovers as opposed to social

The Pacific Northwest: Summer is the only time to charter in these cool waters. July to late August is considered 'high season', but there's terrific sailing and gunkholing to be had from now until mid-September. No matter if you charter out of Seattle, Vancouver, Vancouver Island or any of the other bases, you'll see more greenery in 100 feet than you'll find on the entire Baja peninsula. Tides and mountains are also big in the Pacific Northwest; the former range to 19 feet, the latter to more than 6,000 feet. Fishing, clamming and soaking up the scenery are all popular activities for charterers, while swimming has only a limited following. Daytime air temperatures can be very pleasant while nights are usually cool. There's plenty of night life around the big cities and in various smokey taverns.

The Med, Greece, Turkey and Yugoslavia: Mid-May thru late September is the only sensible time to charter in this part of the world; any earlier or later it's too damn cold for pleasure sailing.

light, it's more than made up for by numerous lovely islands, the dramatic settings — and most of all the people. The special magic of Greece really unfolds once you get away from Athens and out to the little islands.

Turkey is the place you'll either get thrown in a filthy prison on trumped-up drug charges or be stabbed in the back by a scimitar-swinging, turban-topped young Turk, right? Wrong. Forget everything you saw in *Midnight Express*. Moderate winds, unparalleled archaeology, hospitable people and terrific anchorages make Turkey among the top charter locations in the world. If you still don't believe us, ask someone who has been there.

Yugoslavia has hundreds of islands, fascinating ports and pleasant afternoon breezes. Magnificent! As with the rest of the Med, 'flotilla chartering' is becoming popular in Yugoslavia. For those unsure of themselves, it offers security without losing privacy. Give it a go!

Temperatures are similar throughout the northern side of the Med, so no matter if you want to charter out of Cyprus, Italy, France, La Palma or Gibraltar, mid-May to the end of September is the time to do it.

New Zealand: Brrrrrr!

Australia: Brrrrrr!

The Caribbean: The last few years the Caribbean has been pushed as having an ideal climate year round. Having spent quite a bit of time down there, we're willing to concur with two exceptions: September and October. December thru May is fantastic, June thru August is excellent, but September and October are too damn hot and humid. Not coincidentally, those two sizzling months are when hurricanes pose the greatest threat. What about November? It's iffy; the change of seasons often brings prolonged rain.

Are you a bargain hunter? Unbelievable deals are available on bareboats during the summer and especially the two boiling months of fall when you halfway expect to see Lucifer himself taking a dip trying to cool off.

If you've been to the Virgins, we suggest you try other Lesser Antilles bases. St. Martin, St. Barts and Anguilla is a fabulous area, especially in summer when



LATITUDE/RICHARD

butterflies. Outside of La Paz and Loreto there are no taco stands let alone nightlife or organized social activities. While not the least bit lush, the Sea of Cortez is one of the most beautiful places to charter in the world.

Charterers know that you work to live, not vice versa. At right: Pireas, Greece.

Greece, according to everyone we've talked to, is fabulous for chartering. While the wind is sometimes too heavy or too



the lighter winds mean gentle seas. There's nothing wrong with Antigua, St. Lucia, St. Vincent and the Grenadines, or Grenada either, not by any sailing standards in this world.

Tahiti and Tonga: Our summer is their tropical winter, which makes it the perfect time to charter. Tahiti generally has stronger winds, more social activities, but rougher sailing. Tonga has lighter wind, more quiet anchorages and less activity.

Southern California: Fog usually smothers Southern California for the month of June and early July. August, September and uncrowded October are wonderful from the Channel Islands to the Coronado Islands. We'll have a report next month.

Newport and Maine: Summer is the only time to charter in the Northeast. See our report on Maine in the last issue.

No matter where you might decide to go, remember to take a notebook and a

camera. We'll be waiting for your short report.

— latitude 38

Puerto Escondido, Mexico: You Can Barely Get There From Here

We just returned from our third charter with The Moorings in Puerto Escondido. As usual, the boat, the whale-watching and the serenity were superb.

Since the demise of Aero Mexico last year, getting to and from Loreto, Baja has become a major challenge. On our second trip we were informed — three days before we were supposed to leave — by The Moorings in Puerto Escondido that Aero Mexico was no longer flying. We spent two days looking at cactus and sand as we drove from the Bay Area to Puerto Escondido.

Prior to our most recent trip, we were happy to learn that Resort Commuter Airlines was providing service from Los Angeles and San Diego to Loreto. Our travel agent said that we should check with them frequently as they had been changing their schedules. We were to use Pan American Airline's 800 number. After getting busy signals for over two days, we finally got through — only to be informed that their computer was down!

In the wee hours of the following morning, we got through and received

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confirmation that Resort Commuter was flying on schedule. We hand carried our baggage across LAX as the US Air counter girl in San Jose couldn't find Resort Commuter listed.

The trip from Los Angeles to Loreto was nostalgic for one who was introduced to air travel in the late '40s aboard DC-3s. We flew for 2.5 hours on a Convair 580 manufactured in 1942! This 44-passenger, twin-engined ship was twice as old as the stewardesses. Seeing and feeling those two big fans pulling us through the air gave me a sense of well-being I don't get on jets or powerboats.

During our charter, Resort Commuter changed all of their schedules. Through the diligence of C and C Ground Services (The Mooring's official greeter), we were informed of the schedule changes. Some charterers had to cut their vacation short in order to make airline connections. Our daughter and family had to stay in Loreto an extra night before they could leave for Sacramento.

Through the ordeal we collected a few phone numbers which may be in operation should anyone decide to fly to Loreto via Resort Commuter Airlines.

Pan Am's number: (800) 221-1600.

Resort Air's official number: (800) 233-9163.

Another Resort Air number: (213) 646-6431.

Resort Air, Loreto: 011-52-683-3-0659.

Resort Air, La Paz: 011-52-682-5-4771.

C&C, Loreto: 011-52-683-3-0151.

Carlos and Cecilia of C&C also arrange ground transportation, hotel reservations and fishing or sightseeing trips.

Are there any pilots with an airplane out there who like to sail?

— don (lono) patterson
moorings 37, Lono Kai
sunnyvale

Gabby Anderman enjoying the all-season delights of Sandy Cay, B.V.I.

Don — If we remember correctly, Resort Commuter was slow getting started and subsequently has had something of a sporadic schedule. That doesn't seem surprising from a company that has the most contradictory name in the sky. In Puerto Escondido it's referred to as Last Resort Airlines.

Fred In The Med

I would like to re-establish contact with my former sailing students and people who raced with me in the Bay Area. I owned and operated Lion Sailing School out of the Berkeley Marina until I moved to Greece in 1983. Some of you may remember my Cheoy Lee Lion 35, *Dithyramb*, in which I won two season championships as well as the Singlehanded Farallones Race and numerous Metro YC and Sausalito Cruising Club Mid-Winters.

In addition to writing and travelling, I am now chartering and racing my boat in the Mediterranean and would like to extend an invitation to my former sailing buddies and/or students to join me for the week-long Ionian Regatta. This is by way of a bonus to my former students and racing crews. Your only expense will be your airfare, hotels while in transit, food and incidentals.

It should be a fun race. *Dithyramb* and I have kept up our winning ways, taking home gold and silver three years running in the Cephalonia Cup, which is organized and funded by the Greek and Italian governments. They do things in a big way here. My first cup trophy would hold a gallon of Metaxa or ouzo — no joking. Every evening during race week, the committee hosts a meal of Greek delicacies at a fine hotel or waterfront restaurant. This is not your half raw

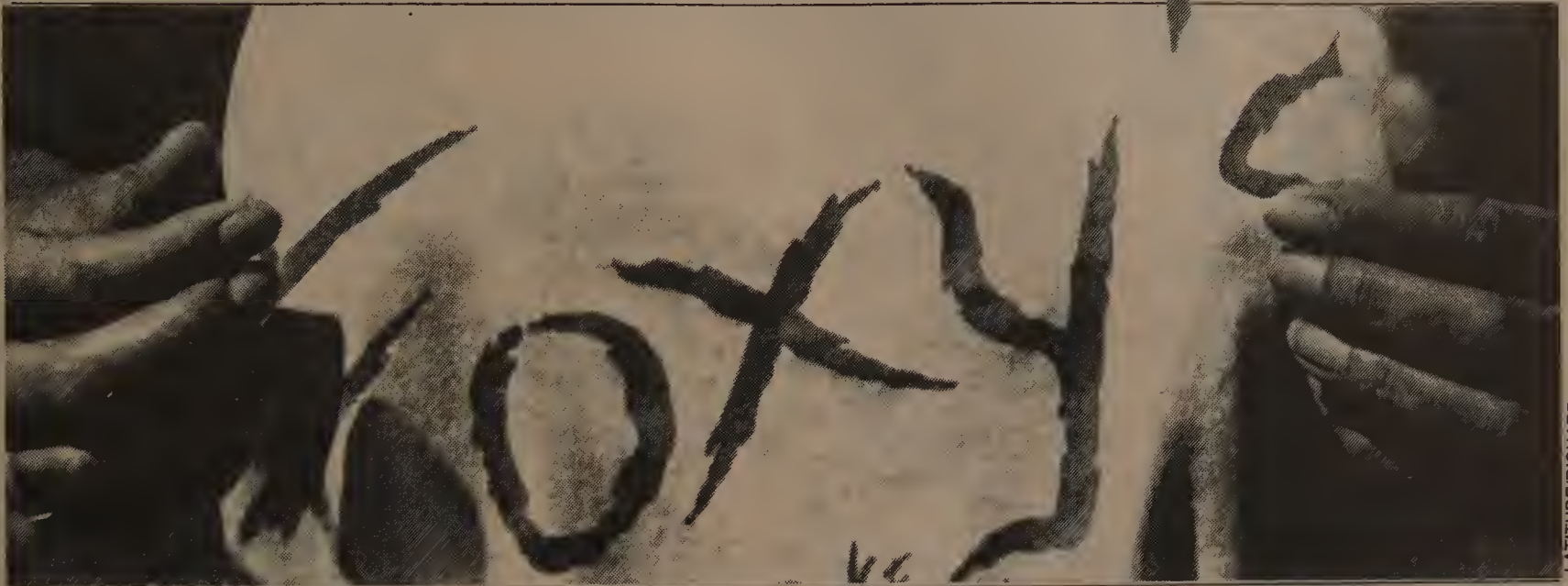
chicken or franks & beans plunked down on a paper plate, but either a fabulous buffet or a three or four course dinner together with all the wine you could want.

The Ionian Regatta is a recent addition to racing around here, so I don't know much about it. However, as the name suggests, it will be held in the Ionian Sea off the west coast of Greece. About 140 miles south of Corfu there is a trio of islands: Cephalonia, Ithaca and Zakynthos. Among the most beautiful islands in all of Greece, they make up the three legs of the race course. Zakynthos — or Zante, as the Venetians called it — is where I live and where, in fact, you will meet me a few days before the race. It has an airfield capable of handling the biggest jets, so direct flights from London and other points are possible. Competing boats must present themselves to the race committee on Sunday, August 6 or Monday, August 7 in order to be measured. The opening gun is the morning of August 8.

The starting line is Ithaca, from which you might recall, Odysseus set out to rescue Helen of Troy. The first leg is a long day's sail almost due south to the island of Zakynthos. After a night and a day on the town in Zakynthos, the fleet heads north and northwest to Cephalonia, with some tricky inshore tacking. Following another day's partying, there's a third leg; it's yet to be decided if it will be inshore or offshore.

I said this was a bonus for my former sailing friends, but I will also consider people who have sailed before and who are willing and able to come a week early to take part in a shakedown cruise or racing clinic I hold for my Greek candidates. If you enjoy good drink, good talk and good comradeship, you'll get along great with the Greeks as well as with me. However, if you can't take good-natured ribbing or stand up under the stress of all-out racing, or if your ego is out of control, don't bother. If you come early, you can sleep aboard the boat to hold down your expenses.

Dithyramb races best with between four and six people. I already have a couple of people from previous years who will try very hard to make it, so if anyone is hot to do it, time is of the essence. Even if you can't make it this year, or if you just can't make it period, drop me a line and



LATITUDE/RICHARD

let me know how you are doing.

For those whose blood runs cold, or who prefer not to spill it racing, I also cruise and charter my boat all over the Med. One sure date some of you might want to jot down is my early May cruise north to Italy or Yugoslavia, or east to Turkey. This is cruising at its best, where you wear shorts every day, visit a different port every evening or two, drink lots of metaxa or ouzo, participate in the Greek dances, and rest in jewel-like anchorages where you can watch the fish nibble at your anchor.

If anyone wants to call me, I can be reached each and every Friday between 12:00 and 12:30 local time. The operator can give you the code for Greece. The code for Zakynthos is (0695) and the number to dial is 22827. My friend Nick, who answers the phone, is a Canadian Greek who speaks English as well as you do.

I'll be looking forward to hearing from any of you, at which time I'll fill you in with more details or just renew old acquaintances.

— fred feied

Readers who are as confused as we about reaching Fred by phone (whose local time? 12:00 in the morning or at night?), may try writing him at Lion Mediterranean Charters, Poste Restante, Zakynthos, Greece. Tell him we sent you.

Saving Jost Van Dyke From The Cruise Ships

I went to the British Virgin Islands and made the mistake of wearing my Latitude 38 Roving Reporter t-shirt to Foxy's on Jost Van Dyke. Your magazine's reputation is far-reaching!

The fun at Foxy's is so real you can almost touch it.

Foxy Callwood reported the opening of his new four room "no tell boatel". It seems that there is a market for beachside accommodations for cruising couples on charter boats. Foxy plans on adding all the amenities — waterbeds, mirrors on the ceilings, and so forth — a little later.

On a serious note, a developer has been soliciting local opinion on building a large destination resort on Jost and on dredging Great Harbor to accomodate large cruise ships. It sounds like most of the locals are united against such plans.

Foxy has started the Jost Van Dyke Preservation Fund. As of our visit, he had collected \$945, mostly by donating fees from gigs he has done and from passing the hat. The idea is to buy available choice lots and deed them back to the public trust. It sounds like a good idea to me.

If any of your readers who have visited Foxys would like more information, they should write Foxy Callwood, Jost Van Dyke, British Virgin Islands.

P.S. Please don't send another Roving Reporter t-shirt; I get in enough trouble with the one I have!

— steve wells
tiburon

Readers — As far back as 1974, Donald Street was writing that Foxy's — as Feliciano Callwood's Tamarind Restaurant was and is popularly known — "has become one of the most famous entertainment spots in the entire Lesser Antilles". In the ensuing years, Foxy's reputation and business has continued to grow.

Foxy's Wooden Boat Regatta, held each Memorial Day, draws hundreds of

boats and hard core fun-lovers from all over the Caribbean. The Wooden Boat Regatta is eclipsed only by Foxy's New Year's Eve Party, which periodically attracts the likes of Mick Jagger, David Bowie, Jimmy Buffet and all those kind of folks. The most recent New Year's Eve Party featured some 2,000 revelers on the beach and an anchorage so crowded with boats you could have walked to shore from 300 yards out.

You don't, however, have to be a hard core party person to enjoy Foxy's. His afternoon storytelling and guitar playing — complete with songs about folks who are just that moment walking up to the Tamarind — have continued to attract mild-mannered visitors to Jost for years.

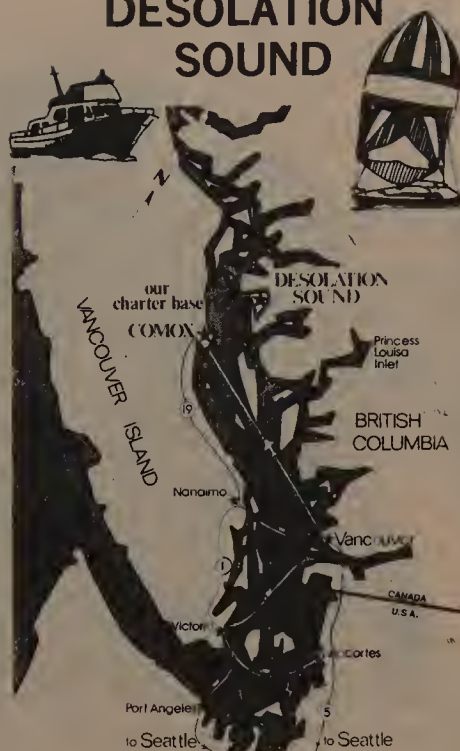
Putting a destination resort on Jost Van Dyke would be akin to putting a destination resort on Angel Island or Santa Cruz Island.

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— latitude 38

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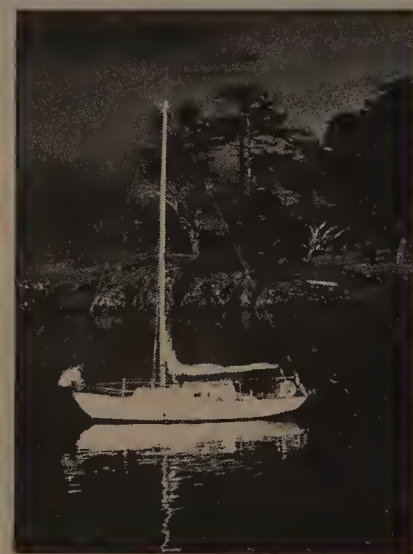
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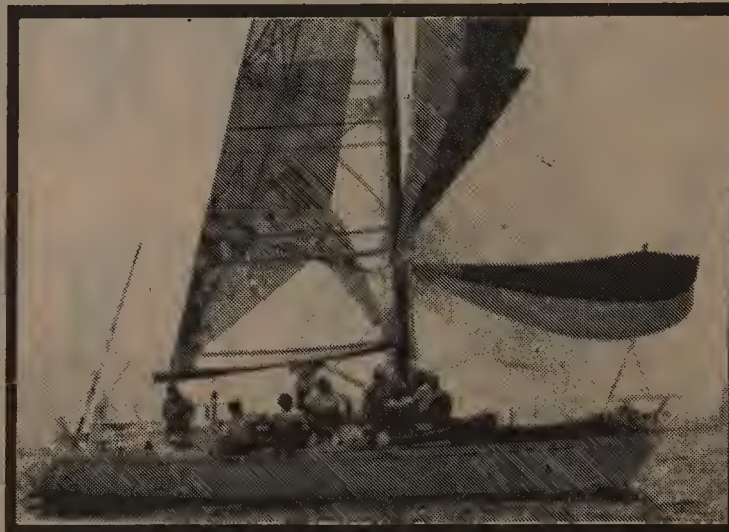
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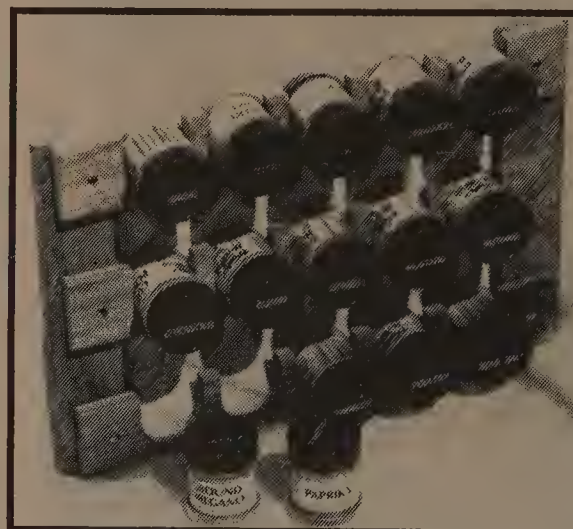
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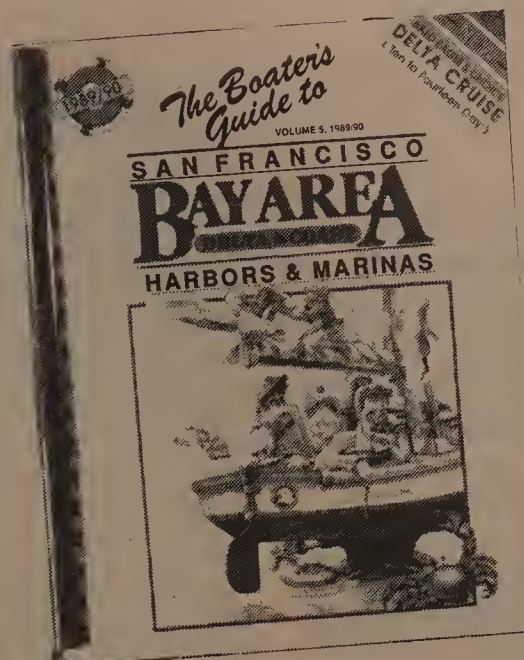
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THE RACING

With reports this month on the mighty **Bullship Race**, two different **Lightship Races**, the latest **Salem ProSail Regatta**, the **Resin Regatta**, a **Whitbread Race** update from John Jourdane, and **Lakeport YC's Spring Regatta** on Clear Lake. Also, we have short reports on **J/Fest West**, the **All-Express Regatta**, the **Elvstrom Regatta** for Laser sailors, news from the **North Bay Series**, the **Jack Frost Midwinter Series** wrap-up, the **Wooden Boat Association** season opener, the **Fifty Footers** at halftime, and who knows what else.

Bullship Race

Somehow, it seemed appropriate that the annual 36th Bullship Race from Sausalito to the Cityfront occurred on April Fool's Day this year. Grown people stuffed into eight-foot rectangular sailing prams is funny enough; making them sail three miles across the Bay in a building westerly against an ebb made it even funnier. Having the last laugh was Vickie Gilmour of Pt. Richmond, who surfed her El Toro across the finish line just one boatlength ahead of perennial class champion Jim Warfield. Her time of "about 50 minutes" was "the second or third fastest time ever", according to race chairman Gary Gates.

"I was lucky!" claimed Gilmour modestly. "At first, I looked around and noticed I was in the top ten, which was nice. Then, I was out in front with Jim and I remember thinking, 'Being second to him would be great'. Then, with about five minutes to go, I realized that I could win it.

the last 20 years. "I missed one in 1980 when one of my kids was just born," said Vickie, a flight attendant and mother of two. Vickie, and for that matter the whole Gilmour family, obviously has a thing about the diminutive El Toro and, for that matter, sailing in general. "I borrowed my daughter's Toro for the Bullship," she said. "We've got three of them, and hers was easiest to get at."

Gilmour bested 54 other intrepid El Toro sailors, all of whom started in light air at 8 a.m. off Ondine Restaurant in Sausalito. After a general recall, the fleet got underway, rapidly fanning out into three clumps. Warfield led one clump towards Alcatraz; Gilmour led the middle-of-the-roaders; and no one remembers who led the doomed charge towards right field, which quickly turned out to be grievously down-current. About half way across the Gate, a 12-knot westerly came up, kicking up a chop that was higher than the



"cowships".

"The scariest part of the race was dodging the start of the Singlehanded Farallones Race," remembered Gilmour. Despite one minor collision with an SSS'er, everyone lived to drink Irish Coffees afterwards and talk about the next big Toro event, the Nationals on the Bay this July.

The following 18 participants finished in the top third of the fleet, thereby earning coveted Bullship Race sweatshirts:

- 1) Vickie Gilmour, RYC & LMSC; 2) Jim Warfield, Stockton SC; 3) Steve Miller, RYC; 4) Walt Andrews, Fremont SC; 5) Jim DeWitt, RYC; 6) Hans Wolff, FSC; 7) Hank Jotz, Whiskeytown; 8) Ian Murray, SJSC; 9) Arnie Quon, NoYC; 10) Dennis Silva, RYC; 12) George Martin, LMSC; 13) Dan Seifers, RYC; 14) Richard Staub, Diablo SC; 15) Sue Wilson, FSC; 16) David Vance, FSC; 17) Russ Shroff, Ballena Bay YC; 18) Bonnie Rankin, FSC. (55 boats)

Lightship Race

The first ocean race of the summer, Island YC's 25-mile Lightship Race, was pleasantly easy. So easy, in fact, that Jonathan "Bird" Livingston and Patrick Vincent sailed their 505 *Punishment Pony* out to the Bucket with the fleet, rounding



LATITUDE/ROB

I had a better angle on the finish than Jim, and must weigh at least 30 pounds less — and that was the difference."

Gilmour's experience surely had something to do with her victory, too: this was the 19th Bullship Race she's done in

Vickie Gilmour closing in on the Bullship Race finish line.

topsides of the Toros. Eleven boats didn't finish — most due to swamping — but all were promptly rescued by the attentive



LATITUDE/ROB

The Lightship's big, and it smells bad too. The SC 50 *Acey Deucy* was first around in this year's crewed Lightship Race.

seventh and "finishing" fourth boat-for-boat. "Jonathan needed the excitement," said Vincent. "I had to talk him out of sailing down to Santa Cruz."

Preliminary results follow. (According to YRA, some of the results — IMS in particular — are suspect.)

IMS — 1) **National Biscuit**, Schumacher 35, Collin Case; 2) **Magic**, Wylie 34, Jim & Malcolm Gregory; 3) **Annalise**, Wylie 34 mod., Paul Altman. (13 boats)

PHRO — 1) **Frequent Flyer**, Express 37, Ted Hall; 2) **Ringmaster**, Express 37, Leigh Brite; 3) **Spindrift V**, Express 37, Larry Wright; 4) **Biltz**, Express 37, George Nell; 5) **Ozone**, Olson 34, Carl Bauer. (21 boats)

MORA — 1) **Anna Banana**, Moore 24, Joe Durrett; 2) **Current Asset**, Islander 30, John Bowen; 3) **Seaductress**, Olson 911S, Wilton Wong; 4) **Wind Dance**, Cascade 27, Ken Price; 5) **Leon Russell**, Express 27, Daniels/Johnson. (31 boats)

SSS — 1) **Nidaros II**, Santana 30/30, Bjarne Junge. (2 boats)

Blackaller Wins ProSail

Sausalito's Tom Blackaller won the

opening round of the 1989 Salem ProSail Series at Wrightsville Beach, North Carolina on April 7-9. Sailing *US Video/Pecco* in the ProSail 40 class against six other boats, Blackaller narrowly squeaked past Randy Smyth's *Super Lube* to claim the \$18,000 first prize. Blackaller's winning crew, all of whom share in the spoils of victory, consisted of East Coaster Cam Lewis and four Santa Cruz sailors: Jay Crum, Zan Drejes, Jack Halterman and Jot Fisher-Smith.

Winds were light and fluky for most of the weekend, a condition Blackaller apparently found to his liking. Twice, he caught and passed Smyth right at the finish line. But it was his nailbiting second place finish in the last race that clinched the overall victory for our Northern Californian team: "It was easily the most exciting moment in the series," recalled crew boss Jack Halterman. "Randy had finished first, and needed us to be third in order to win. With just 100 feet left to the finish, we rolled *Bud Light*, moved into second place and won the regatta."

Winner of the Hobie 21 competition was Olympic Tornado sailor Pete Melvin of Long Beach, who took home \$4,500. The

next ProSail regatta is on Chesapeake Bay on May 3-7. The only other currently scheduled ProSail regattas are in Miami and Newport, RI. Apparently, San Francisco and San Diego have been dropped from the agenda unless someone in each town coughs up around \$50,000 of sponsorship money. "That's probably not going to happen, which is too bad for us," said Halterman. "We'd really like to race on the West Coast again."

PROSAIL 40 — 1) **US Video/Pecco**, Tom Blackaller, 11.5 points; 2) **Super Lube**, Randy Smyth, 12.5; 3) **Team Annapolis**, Scott Allan, 19.75; 4) **Fluid Design**, Andrew Nyhart, 26.75; 5) **Team Timberland**, Ken Read, 27; 6) **Blockade Runner/Bud**, John Barnett, 27. (6 boats)

HOBIE 21 — 1) **Melvin/Rosenberg Racing**, Pete Melvin, 13.5 points; 2) **Aloe Up/Hood Sails**, Carleton Tucker, 15.5; 3) **Team Hood**, Ed Baird, 20.75; 4) **Sabre Sails**, Bill Whitehurst, 24; 5) **Team Budweiser**, Larry Suter, 24. (20 boats)

Resin Regatta

A total of 111 fiberglass boats in eight one-design classes participated in San Francisco YC's 14th annual Resin Regatta on April 8-9. Warm, moderate breezes blessed the racing this year, allowing two short races on the Little Harding/Yellow Bluff/Knox course on Saturday, followed by a longer race on Sunday.

"It was the best Resin Regatta yet," claimed sixth year race chairman Rich Wideman. "We had more boats than ever before, great trophies (Jim DeWitt paintings) and a great party on Saturday night, complete with a rock n' roll band and race videos. And, if I may say so, our committee work was flawless! We had at least one CRO (certified race officer) on board the boat each day, which made a lot of difference."

Action on the race course was tight, as this was the first class race of the summer for some fleets and a major tune-up for all others. "The starts were really intense," recalled Wideman. "The J/24s gave us a substantial amount of practice at general recalls — we had to call them back four times during the weekend. They looked like bumper cars at the starts!" However, it was the Etchells fleet's starts that really impressed Wideman: "What a treat to watch! They'd all line up in a row, each about two feet off the line when the

THE RACING

gun went off."

For all the intensity of the racing, there weren't many protests. One protest, however, that did get heard has some interesting implications: Mike Bruzzone's Express 27 *Desperado* was chunked out of both races on Saturday for being over the crew weight limit of 1,000 pounds. Bruzzone, who had a first and a second in Saturday's racing and was poised to win the regatta, wasn't particularly thrilled by the decision. He counter-protested, to no avail, claiming he was singled out unfairly.

The Express 27 class, however, has apparently agreed that rules aren't worth having if they aren't enforced. Ironically, a still-upset Bruzzone won Sunday's race, sailing this time with a legal crew. "In retrospect, I should have withdrawn on Saturday," figures Bruzzone. "Anyway, in the long run, this was probably good for our fleet."

ETCHELLS — 1) *Entropy*, Vito Biella, 13 points; 2) *Mr. Natural*, Barton/Baylis, 16.75; 3) *600*, Eason/Mohm, 17.75; 4) *Satisfaction*, Jorge Lee, 19; 5) *Blue Ribbon*, Chuck Findley, 20. (21 boats)
ISLANDER 28 — 1) *Jose Cuervo*, Sam Hock, 3.5 points; 2) *Shanghai*, Ken Jesmore, 5.75. (5 boats)

EXPRESS 27 — 1) *Friday*, John Liebenberg, 11 points; 2) *Leon Russell*, Daniels/Johnson, 16; 3) *Locomotion*, Amen/McRoble/More, 21; 4) *Elan*, Steve Lake, 23; 5) *Abagail Morgan*, Ron Kell, 23. (19 boats)

CAL 2-27 — 1) *Temptation*, Rollye Wiskers, 4.75 points; 2) *Zephyr*, Bruce Nesbit, 7.75; 3) *Con Carino*, Gary Albright, 9. (8 boats)

J/24 — 1) *Stormtrooper*, Dinny Waters, 12 points; 2) *AWB*, Stephen Stroub, 14.75; 3) *Sgt. Schultz*, Dan Simmons, 16; 4) *Sweeny Todd*, David Menis, 19; 5) *Grader*, Jeff Littfin, 5. (22 boats)

RANGER 23 — 1) *Twisted*, Don Wieneke, 2.25; 2) *Royal Flush*, Dan Richardl, 6; 3) *Shanghai LII*, Gary Wieneke, 11. (8 boats)

SANTANA 22 — 1) *Diana*, John Skinner, 2.25 points; 2) *Sollton*, Mark Lowry, 10; 3) *Shazam*, Bud Sandkulla, 12. (11 boats)

CAL 20 — 1) *Orange Crate*, Mike Schaumburg, 3.5 points; 2) *Aolele IV*, Julian Barnett, 12; 3) *Humbug*, Woody Harris, 14; 4) *Farmers*, Richard Von Ehrenkrook. (15 boats)

Whitbread Countdown

What do the America's Cup and John Jourdane have in common? We've both ended up in New Zealand. I've left the Swedish maxi *The Card* and have fallen in with Grant Dalton as navigator on his



Whitbread maxi *Fisher & Paykel New Zealand*.

After a marathon flight from Mallorca to London to Cincinnati to LA to Honolulu to Sydney to Brisbane, I joined the boat for a sail across the Tasman Sea from Brisbane to Auckland. Actually, it's not a bad way to start a voyage. I was so jet-lagged I didn't know what time zone I was in, and easily fell into my own watch system as navigator.

The 1,300 mile sail across the Tasman was a beat into 15-30 knot easterlies and wasn't a lot of fun. But this wasn't meant to be a pleasure cruise; rather, it was another in a series of tests for the boat and crew.

Fisher & Paykel, like *The Card*, is a Bruce Farr designed maxi ketch. She carries about the same amount of sail area, but at 83 feet, *F&P's* a little longer than *The Card*, and weighs more too. She was built by Marten Marine in Auckland of carbon fiber and kevlar over a Nomex core. The sails are from North New Zealand (designed by Tom Schnackenberg); winches are Lewmar; the deck gear is Harken titanium; and the masts are from Sparcraft England. The crew are all seasoned maxi racers, with most having done previous Whitbread Races on *Lion*,

NZI Enterprise, *Ceramco* or *Flyer*. The boat seems to have all the necessary ingredients to win the Round the World Race.

Skipper Grant Dalton and his construction manager/crew boss, Erle Williams, have put together an impressive machine. The preliminary sail testing, polar work and crew training are all done, and we're virtually ready to start the Whitbread Race now.

My area, the nav station, is definitely a leap into the future of yacht navigation. I can't say much about it now because we don't want our competitors to know what we have, but I will tell you all about it once the race finally starts. Suffice it to say that the navigation gear on the *Queen Elizabeth II* is literally archaic in comparison to ours. I know because we entered Auckland in company with the *QE II* last week and were invited on board to have lunch with the captain. In the afternoon, we took him and his officers on *Fisher & Paykel*, and they were blown away by our nav station. They kept asking, "What's that?" and saying, "I wish we had that" and so forth.

To be honest, it's quite an experience being the navigator on a boat like this. They've sent me to electronics school,



eg 1 - Portsmouth - Punta Del Este -	6,281 nautical Miles
eg 2 - Punta Del Este - Fremantle -	7,650 nautical miles
eg 3 - Fremantle - Auckland -	3,434 nautical miles
eg 4 - Auckland - Punta Del Este -	6,255 nautical miles
eg 5 - Punta Del Este - Fort Lauderdale -	5,475 nautical miles
eg 6 - Fort Lauderdale - Portsmouth -	3,837 nautical miles
TOTAL DISTANCE: 32,932 nautical miles	

computer school and even weather school with the New Zealand Meteorology Office. I'm like a kid in a toy store with all the gadgetry, but besides getting to use it all, I've also got to be able to fix it at sea.

We have the boat out of the water this week doing final painting and preparing in order to ship her to Philadelphia in mid-April. We'll fly over to meet her in May and sail the boat up to Newport, RI. Then, we'll race in the Ireland Cup from Newport to Cork, Ireland, in June. Several of the maxi Whitbread contenders are also doing the race, so it should be a good tune-up/preview of the upcoming 33,000 mile trip around the globe.

We'll train in Plymouth, England in July, then do a "sponsor sail" in Belgium and possibly race the Fastnet Race in August. Then, on September 2, *Fisher & Paykel* will be at Southampton for the start of the Whitbread Race.

Also representing New Zealand will be Peter Blake's *Steinlager II*, an 85-foot Farr ketch. She's fractionally rigged (unlike *F&P*, which is masthead) and also well-built and well-sailed. The two Kiwi craft have done a bit of tuning up together around Auckland, as well as a 90-mile race around the Hauraki Gulf. *Fisher & Paykel* won the

race, but the boats seem virtually equal in speed. Imagine *match racing* around the world...

Anyway, if the quality and organization of the two New Zealand boats is indicative of the fleet — which now includes up to 17 maxis — this is definitely going to be a race to remember!

— John Jourdan

Lakeport YC Spring Regatta

Fifty-seven trailerable sailboats from all over Northern California showed up on April 15-16 for Lakeport YC's annual Spring Regatta on beautiful, sunny Clear Lake. The boats, ranging in size from eight foot El Toros to 30-foot sloops, sailed in nine divisions. Five races (three on Saturday and two on Sunday) in a variety of wind conditions made the weekend a fair test of sailing ability.

Winner of the Helmsman Trophy for the best all-around performer of the weekend was Paul Frenzen, who sailed a Venture 21 in the 14-boat keelboat fleet. Other trophy winners follow:

E SCOW — 1) Paktun Shaw, Sacramento; 2) Jim Ziebel, Kelseyville. (3 boats)

MULTIHULLS (handicap) — 1) Ron Stout, Hobie 18, Santa Rosa; 2) Rich Stout, Hobie 18, Santa Rosa. (5 boats)

SAN JUAN 21 — 1) Reimer Bredhauer, Sacramento; 2) Rick Geertzima, Kelseyville. (3 boats)

SNIPER — 1) Tom Hunt, Ukiah; 2) Bob Hunt, Ukiah. (4 boats)

PELICAN — 1) Kit Styket, Sausalito; 2) Howard Mackey, Stockton. (3 boats)

EL TORO — 1) Hank Jotz, Weaverville; 2) Ron Locke, Redding. (4 boats)

CENTERBOARDERS (handicap) — 1) John Roberts, "10.A", Lower Lake; 2) Howard Hoffman, Lido 14, Citrus Heights; 3) Dennis Hazelwood, Lido 14, Martinez. (10 boats)

KEELBOATS (handicap) — 1) Paul Frenzen, Venture 21, Arbuckle; 2) Hans Carmiggelt, Balboa 20, Lakeport; 3) John Alameda, Columbia 24, Nice.

All-Express Regatta

Twelve Express yachts and one Olson 34 attended Encinal YC's slightly misnamed All-Express Regatta on April 1. Letting the Olson 34 into the regatta was not an April Fool's joke, as it turned out: rather, it is the start (hopefully) of a "34 class" on the Bay consisting of Olson and Express 34s. The two designs both rate 96 and neither is strong enough yet for a one design class, so why not?

The low-key regatta consisted of two races, both starting off buoy #10 near Treasure Island. The first race, a fluky 7.25-mile affair, ended there as well. The second race, a 14-miler, ended with a



Light air action at this year's Clear Lake Regatta.

DAY SAILOR — 1) Len Fiok, Santa Rosa; 2) Vincent Lydanne, Santa Rosa; 3) John Fied, Santa Rosa. (11 boats)

spinnaker run up the Estuary to the EYC club house.

Two boats withdrew from the casual contest voluntarily: *Re-Quest*, Glenn Isaacson's Express 37, and *Leon Russell*, Leon Daniels and Russ Johnson's Express

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27. Isaacson, who would have finished second, withdrew for sailing with too many crew (rather than throw someone off that had showed up expecting to crew). Daniels and Johnson, who won the depleted Express 27 class going away, later withdrew for inadvertently exceeding the class weight limit.

"Both boats did the right thing; they showed a lot of sportsmanship," said Chris Corlett, who sailed on Rod Siever's winning Express 37 *Flamingo*. "This was a really good regatta — let's hope more people show up next year!"

EXPRESS 37 — 1) *Flamingo*, Rod Sievers, 2.75 points; 2) *Biltz*, George Neill, 3.75; 3) *Pazzo Express*, Bill Ormond, 7. (7 boats)

EXPRESS 34 — 1) *Sea Peptide*, Fred Voss, 1.5 points; 2) *Ozone* (Olson 34), Carl Bauer, 5; 3) *Sunday Punch*, Art Ball, 5. (3 boats)

EXPRESS 27 — 1) *Red October*, Tom Clancy, 2.75 points; 2) *Mantis*, Bill Mohr, 5.75; 3) *Leon Russell*, Daniels/Johnson, 10. (3 boats)

Woodies Kick Off Summer Season

The woody fleet, minus the Bears and the Birds, got their '89 racing season underway on the weekend of April 15-16 with a four race Cityfront series hosted by the St. Francis YC. Attendance in the Folkboat and IOD classes was a bit scarce, but the 28-boat Knarr fleet picked up the slack.

The Knarrs were out in force as this was the first four of 14 qualifying races for their upcoming International Knarr Championships on the Bay (July 29-August 6). Getting the best of the large fleet were partners Hans Williams and Wayne Stranton of the St. Francis YC. They sailed their new-to-them *Hyperactive*, along with crew Joel Fong and Mark Horick, to a convincing 2,1,3,2 record in the large and competitive fleet. This was the first "real" regatta for Williams and Stranton in their latest Knarr, a 1980 fiberglass model. Previously, they owned a wooden Knarr together.

Their accomplishment was particularly noteworthy because it was the first time anyone can remember that a fiberglass Knarr has performed so well. "Contrary to popular opinion, I think the glass boats are inherently faster," claimed Williams, a San Francisco carpenter. "They're a little lighter and tend to have smoother bottoms."

Other advantages Williams and



Stranton have going for them are new sails and, relatively speaking, youth. "We're more aggressive than your average Knarr sailors," said Hans. "We're pretty serious about trying to win the Worlds."

FOLKBOAT — 1) *Jallna*, David Thompson, 7.5 points; 2) *Thea*, Tom Reed, 10.5; 3) *Galante*, Otto Schreler, 13. (7 boats)

IOD — 1) *Profit*, Henry Mettier, 7.5 points; 2) *Bolero*, George Degnan, 7.75; 3) *Whitecap*, Tom Allen, 13.75. (6 boats)

KNARR — 1) *Hyperactive*, Hans Williams & Wayne Stranton, 7.75 points; 2) *Silk Purse*, Mark Adams/ Matt Blake, 13.5; 3) *Peer Gynt*, Kjell Skaar, 17.75. (28 boats)

J/Fest West

Twenty-two J/boats in three classes (35s, 29s, 24s) showed up for the annual J/Fest West on the Estuary on April 15-16. Sponsored by Don Trask's J/boat dealership in Alameda, the series featured ten short windward/leeward courses — six on Saturday, four on Sunday — on the Estuary in front of Mariner Square. With short lines and quick courses (20 to 30 minutes), the racing put a premium on starts and crew work.

Dodging the passing parade of commercial and pleasure craft, jet-skis, and activities of the Marina Village boat show

A pair of J/29s smokin' down the Estuary in the J/Fest festivities.

added a further challenge to the race course. Shoreside activities at Metropolitan YC included a cocktail party/barbeque sponsored by J/Boats and Carlsberg Beer and a Sunday morning talk by Olympian Will Baylis.

J/35 — 1) *Something Special*, Bruce Frolich; 2) *Equanimity*, Randy Paul. (2 boats)

J/29 — 1) *Kanda*, Rob Cooper; 2) *Powerplay*, Bill Dana/Peter Cunningham; 3) *Smokin' J*, Gerald DeWitt. (9 boats)

J/24 — 1) *Dejavu*, Chris Perkins; 2) *No Name*, Garth Page; 3) *No Name*, Paddy Bishop. (11 boats)

North Bay Series

Benicia YC hosted the North Bay Series season opener on April 15. Twenty-three boats in four divisions raced a quick 7.7 mile course in the Carquinez Straits in 15-17 knots of breeze. "Winds were perfect, skies were sunny and the air temperature was 72 degrees — nothing like sailing on the Bay!" was how Bill Sweitzer of Vallejo YC summed up the pleasant day.

The North Bay Series, which was new last year, consists of ten races over six weekends. Three yacht clubs — Vallejo, Martinez and Benicia — take turns putting



participate and, unlike a lot of other midwinters, we were lucky enough to get all our races in."

Cumulative results for the six race, one throwout series follow:

DIV. A — 1) **Sea Peptide**, Express 34, Fred Voss, 7 points; 2) **Surefire**, F-2, Jon Carter, 9.75; 3) **Fast Company**, Farr 1020, Harold Dow, 19. (21 boats)

DIV. B — 1) **Glory Days**, Pretorlan 35, Andy Rothman, 6.25 points; 2) **Espirit Victorieux**, First 35, Joe Mellno, 12.75; 3) **Norseman**, Norseman 40, Mike Roper, 16. (11 boats)

DIV. C — 1) **Twilight Zone**, Merit 25, Paul Kamen, 3.75 points; 2) **No Slack**, Olson 25, Bill Thurman, 9.75; 3) **Chesapeake**, Merit 25, Sue Gombasy, 15. (6 boats)

DIV. D — 1) **Grand Slam**, Cal 29, Fred Minning, 7.25 points; 2) **20/20**, Cal 29, Phil Gardner, 8.5; 3) **Kamala II**, Ranger 29, Bill Kelth, 13. (10 boats)

DIV. E (Catalina 30s) — 1) **Mona Too**, David Halaby, 6.25 points; 2) **Fat Cat**, Seth Bailey, 11.75;

Moonstone, Nightingale, Fred Soltero, 17.75. (11 boats)

DIV. G (Non-spinnaker) — 1) **Something Special**, J/35, B.Frolch, 7.25 points; 2) **Skedaddle**, Ranger 29, Nancy Farnum, 11.5; 3) **Therapy**, Sabre 34, Bob Killian, 12. (19 boats)

DIV. H (Islander Bahamas) — 1) **Arteslan**, John & David Adams, 6.5 points; 2) **Cahada**, Daniel Bjork, 8.75. (4 boats)

Elvstrom Regatta

To no one's surprise, hot junior sailor Morgan Larson won this year's Elvstrom Regatta, generally considered the premier Laser series in Northern California. Larson, a Santa Cruz high school senior and winner of the 1988 Sears Cup, won the two-day, five race series fairly easily. He did have one scare, however: his closest competitor, David Shelton, took him to the protest room over a port/starboard incident before the start of the last race. Shelton

on the races, though participation in the racing isn't limited to members of those clubs. Currently, 30 boats are entered in the series, which Sweitzer likened to "our equivalent of the Bay's YRA series." Martinez YC will fire the guns for the next race in the North Bay Series on May 20.

DIV. A — 1) **Rubalyat**, Newport 30 Mk.II, John Arisman, VYC; 2) **Movin On**, Jeanneau 32, Bob Neal, BYC; 3) **Ariel**, Cal 40, Dave Lastufka/Kim Harbeck, VYC. (9 boats)

DIV. B — 1) **Sleeper**, O'Day 27, Gary Cicerello, VYC; 2) **North Mist**, Catalina 30, Jim Aton, BYC; 3) **Esprit**, Elite 29, John Miller, VYC. (8 boats)

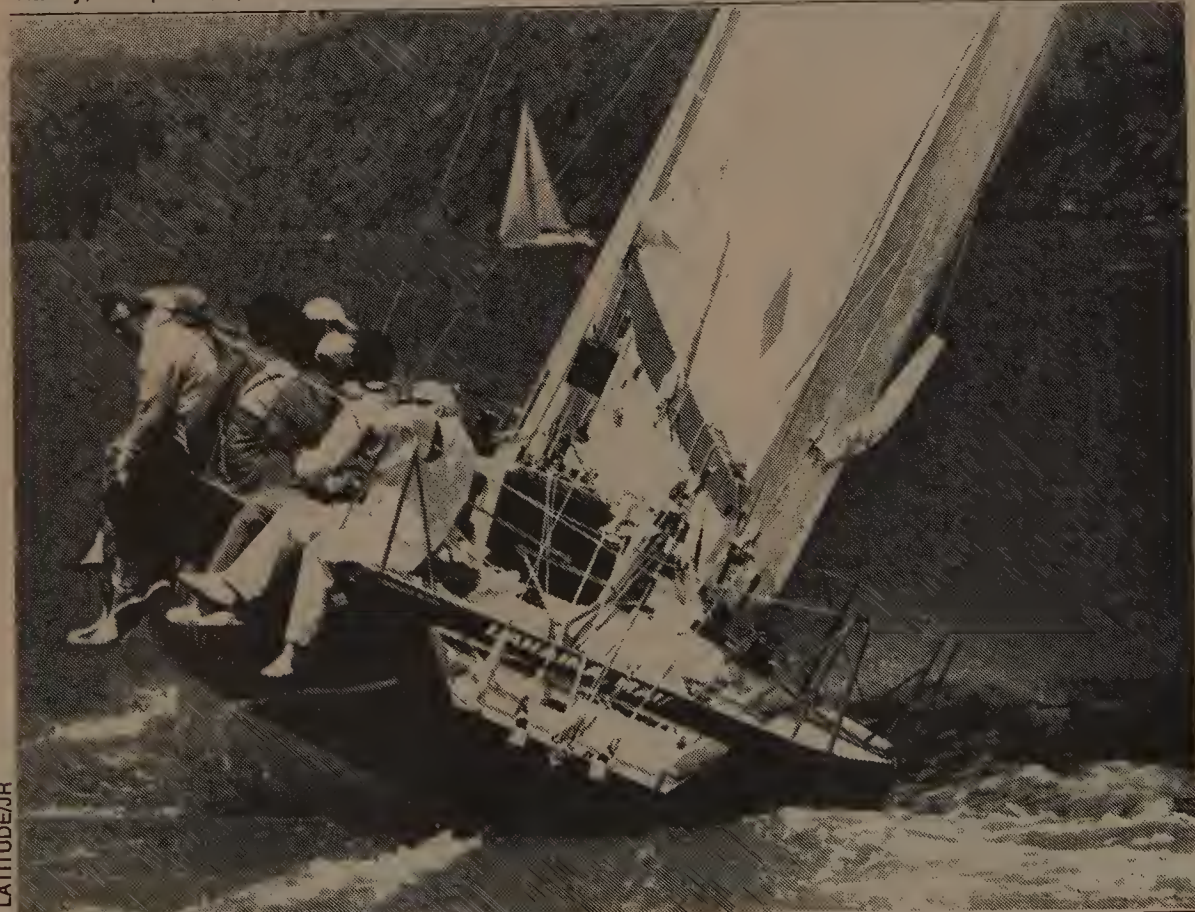
DIV. C — 1) **Risky Business**, Santana 22, Tom Rolf, VYC. (1 boat)

DIV. D (Non-spinnaker) — 1) **Barbara Ann**, Islander 30 Mk.II, Norm & Barbara Owens, VYC; 2) **Serendipity**, Hunter 30, John Trimmer, MYC; 3) **Miki**, Columbia 26T, Nathan Wheeler, MYC. (5 boats)

Jack Frost Series Wrap-Up

The sixth and final race of Encinal YC's Jack Frost midwinter series was held on April 15 in 15-22 knot winds. All divisions made quick progress around an 11.15 mile course which started and ended off Treasure Island.

"We had a good series this year," claimed EYC race committee chairwoman Shirley Temming. "We had 94 boats



Irv Loube's *Bravura*: one third of a potent U.S. Admiral's Cup team. See *Sightings*.

3) **Revision**, David Jacoby, 12.5. (11 boats).

DIV. F — 1) **Cinnabar**, Cal 25, Ed Shirk, 8.25 points; 2) **Sea Saw**, Cal 20, Fred Wanner, 9.75; 3)

lost, and plummeted to seventh overall.

A total of 27 young sailors showed up for this Cityfront Laser series, which took place on the weekend of April 8-9. Normally, the Elvstrom Regatta draws better than that, but competition from a

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Southern California Laser Worlds qualifier kept some sailors away. Those who came were rewarded with light air, shirt-sleeve type racing throughout the abnormally hot weekend — a far cry from the blowouts of past Elvstroms, or for that matter, the now defunct Laser Slalom.

1) Morgan Larson, StFYC, 17.5 points; 2) Garth Copenhagen, SYC, 21.75; 3) Jason Fain, RYC, 22; 4) John Hauser, SCC, 30; 5) Ken Vetterberg, TSC, 32.25; 6) Jeff Wallace, StFYC, 39; 7) David Shelton, StFYC, 42.75; 8) Robert Leach, StFYC, 50; 9) John Taves, NoYC, 52; 10) Patrick Andreassen, StFYC, 54. (27 boats)

Halftime on the 50 Footer Circuit

With One Tonners fading into distant memory and the Maxi fleet off in Europe for the summer, the only truly competitive IOR racing left in this country is occurring in the 50 foot class. This spring, 12 of these 40-rater rocketships banded together to form the International 50-Footer Yacht Association. They are currently halfway through their six race 1989 World Cup tour after races in Key West, Miami and, most recently, Tortola in the British Virgin Islands.

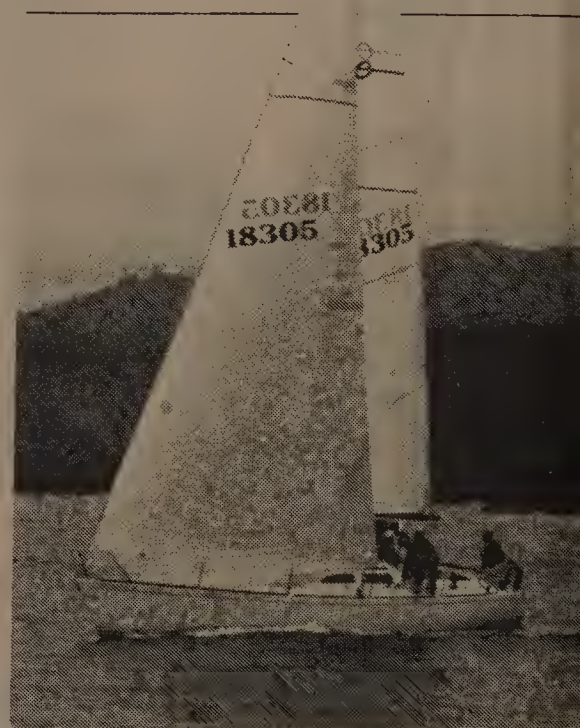
The current leader of the pack is John Thomson's N/M 50 *Infinity*, a

regatta despite being turned into a punching bag in the first race. (She was hit by *Fujimo* and *Windquest*, who forced her to retire and miss the next race. Later, she was awarded redress.)

Carat VII and the John Bertrand-driven *Windquest*, both new fractionally rigged Farris, are generally considered the fastest boats in the league right now, but they have yet to reach their full potential. *Windquest*, in particular, seems quick — she would have won both of the last two regattas except for foul problems.

The latest 50-footer convention, held April 12-16 in the British Virgin Islands, was short on boats (seven), but long on excitement. Seven races were held in winds between 12-29 knots, and the competition was incredibly tight. For instance, in the third race, only nine seconds separated four boats at the finish (on corrected time they spread out to 18 seconds apart). And in the crucial final race, John Koliuss steered *Abracadabra* to a one second corrected time victory over *Carat* to win the series over that boat on the tie-breaker!

The second half of the 50s World Cup tour consists of regattas at Block Island, the Great Lakes and the finale in Newport, Rhode Island. But all these regattas pale in comparison to the first regatta of the 1990



Scheduled for October 31-November 5 in the seaport of Miura, the event is expected to draw 24 entries, including all the U.S. 50s and a lot of new European ones (e.g., *Andelsbanken*, *Jamerella*, and *Container*). Morita is putting up between \$4-5 million to ship the boats to Japan and provide airfare, housing and food for each 14-man crew.

Results of the Tortola regatta and cumulative points after three races follow:

TORTOLA REGATTA — 1) *Abracadabra*, N/M 50, Jim Andrews/Larry Lemak, Birmingham, Alabama, 12.5 points; 2) *Carat VII*, Farr 50, Victor Forss, London, England, 12.5; 3) *Infinity*, N/M 50, John Thomson, Port Washington, NY, 16.75; 4) *Windquest*, Farr 50, Rich DeVos, Ada, Michigan, 16.75; 5) *Champosa V*, N/M 50, Mark Morita, Tokyo, Japan, 26; 6) *Springbok*, Frers 50, Dave Rosow, Southport, Conn., 28; 7) *Blizzard*, Humphreys 50, Ernest Juer, Newbury, England, 34. (7 boats)

OVERALL — 1) *Infinity*, 6.75 points; 2) *Carat VII*, 7.75; 3) *Abracadabra*, 8.75; 4) *Champosa V*, 10; 5) *Windquest*, 19; 6) *Blizzard*, 22; 7) *Gem*, 27; 8) *Fujimo*, 28; 9) *Renegade*, 29; 10) *Springbok*, 31; 11) *Natissima*, 33; 12) *Merrythought*, 36. (after 3 of 6 regattas)

Doublehanded Lightship Race

Island YC's popular Doublehanded Race on April 22 attracted 80 starters in six divisions. Unfortunately, it didn't attract much wind. It was a slow, frustrating race, but it was all for a good cause: proceeds went to the United Cerebral Palsy Fund and the Whale Center in Oakland.

First to finish was Richard Leute's SC 50 *Acey Deucy*; first overall was Albert Holt's red Olson 30 *Think Fast*. The top



LATITUDE/RICHARD

relatively older 50 best known on the West Coast for winning her class at the '86 Big Boat Series. With a new *Champosa*-type keel and the likes of Bruce Nelson and Ken Read on board, *Infinity* has sailed consistently in the top three, and won the Miami

IODs in the woody opener: *Whitecap* leads *Bolero*.

season — the first ever Japanese 50-foot regatta being organized and sponsored by Mark Morita, owner of *Champosa V*.



Spindrift V, Leading Edge, and Wildfire heading offshore in the Lightship Race.

three finishers in each class are listed below (skippers are named first, crew second).

DIV. A (multihulls) — 1) **Sundowner**, Buccaneer 32, Joe Theriault/Lee Boatright; 2) **Defiance**, Cross 32R, Bill Maudru/Peter Hogg; 3) **Otra Vez**, Custom 32 tri, David Custudio/Timothy Curran. (5 boats)

DIV. B (ultralights) — 1) **Think Fast**, Olson 30, Albert Holt/Robert Milligan; 2) **McDuck**, Olson 29, Peter MacLaird/Howie Marion; 3) **Paso Double**, Olson 29, Rodrigo Leon /Lance Cushenberry. (22 boats)

DIV. C (0-131) — 1) **Equanality**, J/35, Randy Paul/Eric Vaughn; 2) **Spindrift V**, Express 37, Larry Wright/Lynn Huntley; 3) **Sea Peptide**, Express 34, Fred Voss/John Christman. (17 boats)

DIV. D (132-167) — 1) **Finest Hour**, Tartan Ten, Dennis Desinger/unknown; 2) **Witching Hour**, Olson 25, Keith Moore/John Campbell; 3) **Mercury**, Custom Half Ton, Dave Steed/Dick Berridge. (12 boats)

DIV. E (168-197) — 1) **Roadhouse Blues**, J/24, Brian Boschum/Torben Bentsen; 2) **Chesapeake**, Merit 25, Jim Fair/Charles Doggett; 3) **Emerald**, Yankee 30, Peter Jones/John Kerslake. (14 boats)

DIV. F (198-above) — 1) **Windfall**, Ranger 26, Roy Klinney/Cynthia Sletto; 2) **Crazy Jane**, Thunderbird, Doug Carroll/Paul Falty; 3) **Two Bits**, Cal T-4, Ray Osborn/Warren Prescott. (10 boats)

Race Notes

As near as we can tell, there will be 13 Northern California entries in the 35th biennial **TransPac** on June 30. Local IOR entries are, in alphabetical order: **Acey Deucy** (SC 50, Richard Leute), **Allure** (SC 50, Chuck Jacobson), **Hana Ho** (SC 50, Rolfe Croker), **Merlin** (Lee 67, Donn Champion/Stewart Kett), **Montgomery Street** (Cal 40, Jim Denning), **Mongoose** (SC 70,

Paul Simonsen), **Notorious** (Olson 40, Scott Pine), and **Octavia** (SC 50, Darrel Louis). Our IMS contingent consists of **Cygnnet** (Swan 391, Lou Freeman), **Lianda** (Swan 57, Tony Gerber), **Novia** (Cal 39, John Webb), **Tintagel** (Peterson 37, Len Kapla) and **Wave Runner** (Luffe 48, Lon Price). The final deadline for entering the 2,216 mile race to Diamond Head is May 1, so there's still time for boats to enter and/or drop out as we go to press. According to race chairman Phil Murray, they expect 50-some boats in all, including 20 sleds, eight SC 50s, and 15 boats in IMS.

IOR is dead, long live IOR: On May 20-21, St. Francis YC will sponsor its annual **Stone Cup**, formerly the Bay's second most important IOR regatta after the Big Boat Series. This year, the Stone Cup won't even have an IOR division; rather, it'll be an all-IMS regatta with a "handicap one-design" class for J/35s and Express 37s. Real ratings are required ("wizzed" rating don't cut it anymore). Call YRA to find out how to get a "real" temporary rating, which apparently isn't a contradiction in terms. Speaking of IMS, don't be surprised to see a division of same in the upcoming Big Boat Series...

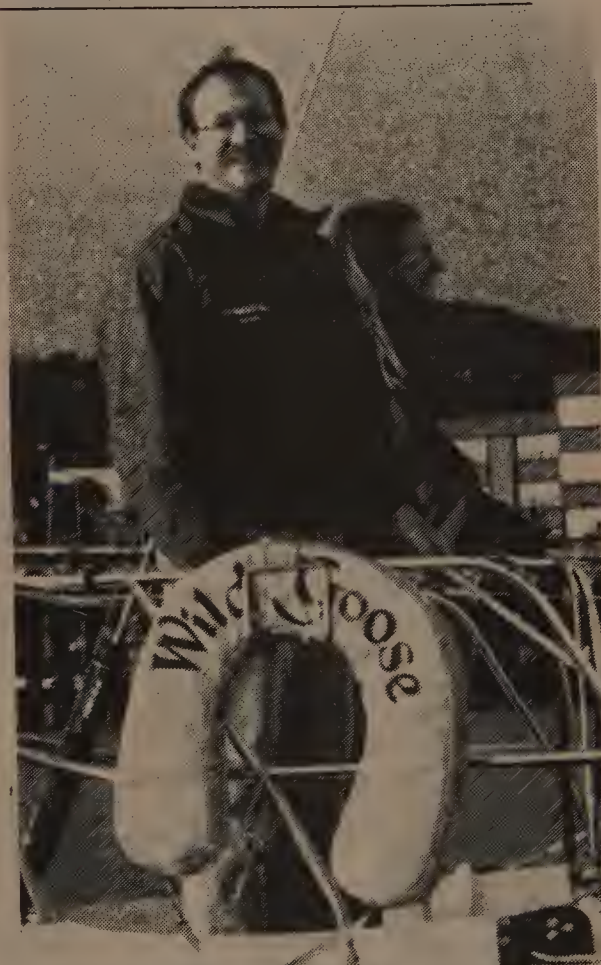
The biggest **Cal Cup** ever is scheduled for Memorial Day weekend at California YC in Marina del Rey. As many as 16 sleds are expected for the five race round-the-cans series. It'll be interesting to see how the new boats — *Taxi Dancer*, *Chance*, *Silver Bullet*, and Bob Doughty's new SC 70 *Evolution* — fare in close course racing.

On June 9-11, Long Beach YC will host its ninth annual **Long Beach Race Week**, which is in fact now only a three-day weekend. The event, now sponsored by Ullman Sails, will consist of two windward/leeward races each on Friday and Saturday, followed by an ocean race on Sunday. In addition to inviting what's left of the dwindling IOR fleet, LBYC has opened the series up to maxi sleds, SC 50s, J/35s and Schock 35s, and large IMS and PHRF boats.

Fourteen entrants, representing seven countries, are now signed up for the 1990-91 **BOC Challenge** (a.k.a., the single-handed around-the-world race). Three are Americans: Bill Biewenga, William Gilmore and Ron Ingram. So far, no West Coasters have signed up for the 27,000 mile jaunt

around the globe. The two most formidable U.S. challengers in the BOC, Mike Plant of Minnesota and Warren Luhrs of *Thursday's Child* fame, have yet to officially sign up.

Here's a race that **Carl Schumacher** can't lose: the **San Francisco Perpetual Challenge Trophy**, tentatively scheduled



Naval architect Carl Schumacher's ship has come in. See Sightings.

for June 24 on the Bay. The race will pit Carl's yacht club, St. Francis, against Balboa YC, which is the yacht club he belonged to while growing up in Newport Beach. The two yachts in the one race, winner-take-all showdown are both Schumacher designs: Chris Corlett will drive *Wall Street Duck* for StFYC, while Tom Willson, Carl's brother-in-law, will probably steer *National Biscuit* for BYC. (Colin Case, the *Biscuit's* owner and Schumacher's only three-time client, is a non-resident member of Balboa YC.) This is the third Challenge Trophy for the veteran *Duck* (she's 1-1 against *Impact*) and the first for the *Biscuit*.

THE RACING SHEET

For the record, three races scheduled for last month were called off, presumably due to lack of entries. The **cancelled races** were Berkeley YC's Cal/Stanford Challenge, the Tax Write-Off Race for charter boats and Encinal YC's Ace of Clubs Regatta. Maybe next year?

The 29th Annual Olympic/Pan Am Regatta at Alamitos Bay YC in Long Beach attracted the usual bevy of hot one-design competitors on April 7-9. Bay Area sailors who came home with trophies included **Lou Nady** (2nd out of 8 in Finns), **Bart Hackworth** (3rd out of 21 in Snipes) and **Bryant and Brady Sih** (3rd out of 9 in 470s).

Who would win if you had a race between two fleets with the same PHRF ratings? Well, in the case of the first annual **Hawkfarm/Merit 25 One Design Invitational**, the former whupped the latter pretty good. As spokesman Bill Patience stresses, though, "It was more a function of the light air than anything else." After two 9-mile races on the Circle on April 8-9 (the third was cancelled due to no wind), the four Hawkfarms that completed the race beat all six Merits. Jocelyn Nash on *El Gavilan* won, followed by Pat Vincent on *Mercedes* and the Bill Patience/Rod Morgan-owned *Warhawk*. Next year, the race — billed as the "alternate" Big Daddy — will invite two more identically rated classes to attend. The whole idea is to promote one design racing.

Taking their cue from the annual St. Francis YC regatta of the same name and concept, the USYRU recently announced their first-ever **Masters Regatta** for skippers and crew over 45 years of age. The regatta, which will be sailed in J/24s, will be hosted by Fort Worth Boat Club in Texas on June 22-25. All men and women amateur sailors over 45 are eligible for the three-day, five-race regatta. Charter boats will be available for \$300 (the owner, who need not be 45, comes with the boat but can't steer or work the foredeck). If you're interested, call the Fort Worth Boat Club at (817) 236-8393.

How will this new regatta affect the St. Francis Masters regatta? "It won't," says **Don Trask**. "Who'd want to go to Texas in the middle of the summer anyway?" Apparently, USYRU approached St. Francis about taking over their highly successful Masters Regatta, but STFYC wasn't particularly interested. "We're still the premiere event for Masters," claims Trask. The 11th regatta, now renamed **The International Grand Masters Regatta**,

will be held on October 6-8. Up to 20 "grand masters" (over 55) are expected, possibly including the Great Dane, Paul Elvstrom of Denmark.

Speaking of USYRU, they recently announced the winner of the **W. Van Alan Clark, Jr. Trophy**, the national sportsmanship award. The winner was Runyon Colie, age 72, of Mantoloking, NJ. He won this important honor over a field of more than 100 sailors who were commended by their yacht clubs for making significant contributions to the quality of the sport. Remarkably, only one Bay Area sailor (out of how many thousands in the 89 yacht clubs that comprise the PICYA?) was on the list: **Tom Anderson** of North Point YC in San Francisco. Congratulations, Tom — but where was everyone else?

Kiwi yachtsman **Michael Fay** — one of sailing's Masters of the Universe — recently sold his interest in *Propaganda* ('88 One Ton world champion) and along with partner David Richwhite bought a new Farr 44 called *Librah*. She was launched on March 19 in Auckland, NZ and has already begun training for the Admiral's Cup in England (July 23-August 12). She'll be the big boat on the defending Kiwi AC team, which is rounded out by the Farr One Tonners *Propaganda* and *Fair Share*. Key players on the *Librah* team include skipper Peter Lester, tactician Rod Davis and navigator Tom Schnackenberg. In case anyone was wondering, *Librah* is named after Richwhite and Fay's wives, Libby and Sarah. (Well, it sounds better than *Sarby*.)

Buddy Melges, USYRU's 1986 sportsman of the year and certainly one of the most respected sailors around, and two of his sons — Hans and Harry — will join the Ultimate 30 division of the **Ziploc Ultimate Yacht Race** later the summer. Their boat, *Team Wisconsin*, is being designed by Eric Schlageter and Duncan MacLane; it'll be sponsored by Miller Brewing Company. Melges' presence is good news for the \$500,000 Ziploc circuit, which stops next in Corpus Christi (May 30), followed by Milwaukee (Aug. 30) and, finally, Mystic/New London, Conn. (Sept. 20).

The One Ton Worlds will be held in Naples, Italy, on May 11-19. The Bay Area's *Bravura*, which finished second in the '88 Worlds on the Bay, is currently en route to the regatta. According to owner **Irv Loube**, "We're having her sent into Marseille, France, due to a shipping strike in Italy. Peter Cameron and Dennis George

will then sail or motor her the 450 miles to Naples." Irv's 9-man crew will consist of Cameron, George, two San Diegans (Mel Wills and Geoff Davis, Rod's brother), two Kiwis (Richard MacAlister and tactician Peter Lester, who did the same job on the America's Cup winner *New Zealand*), Scott Easom and driver Robbie Haines. *Bravura* should fare well in the 35 boat fleet, which includes Wayne Womack's *Bodacious*, the only other U.S. entry.

Got a spare \$1.75 million burning a hole in your pocket? That's the asking price for a competitive used maxi boat, such as the Dave Pedrick designed 84-foot **Sovereign**. The big red Australian maxi, which Paul Cayard recently steered to victory in the St. Thomas maxi series, is apparently quite seriously for sale. Be sure to mention us — we need the commission!

Metropolitan YC's popular **Catalina Race**, scheduled for July 4, already has 50 entries, more than three times the amount they had at this time last year. Entry packets can be obtained at your nearest West Marine Products store. For more information, call MYCO at 536-7450.

Tom Blackaller, sailing with an all-Kiwi crew, came in fifth out of ten in mid-April's Citizens Cup in Auckland, New Zealand. The match racing series, held in Stewart 34s, was won by local hero Chris Dickson, followed by Congressional Cup winner Rod Davis, Russell Coutts and Roy Dickson (father of Chris).

Banzai! Local singlehander **Paul Steinert**, a veteran of "one and a half Singlehanded TransPacs", has entered his Farr 1020 XXX in the **Honolulu to Hiroshima Race** on June 18. "It'll be a real adventure," claims Steinert. "I've always wanted to see Japan. Plus, I intend to sell my boat over there." Steinert will depart the Bay Area on or about May 15 for Hawaii. He's got crew for that leg of the trip, but is presently without crew for the race. "I'm looking for two good sailors who can share some expenses," says Paul, who can be reached at 845-9646 for a few more weeks. We haven't heard too much about the Hiroshima Race yet, but supposedly around two dozen boats, including Frank Robben's *Kialoa II*, are entered in the 4,000 mile race between the two sister cities.

The highest PHRF rating in the world? Dennis Conner entered his America's Cup catamaran **Stars & Stripes** in April 28's good-time Ensenada Race. His rating: minus 172.

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CHANGES

This month, we offer the following: a new column in "Changes" called **Hawaiian Eye**; a warning on dodging **freighters**; a note on the **pirates of Puerto Vallarta**; tales from delivering a boat home from the **Cabo Race**; the saga of **Counterpoint** in the **South Pacific**; a report on the trouble brewing in **La Paz**; a story on cruising from the **Canaries** to **Venezuela**; a further footnote to the **Some Like It Hot Rally**; a quick history lesson on the **Marquesas**; and the usual **cruise notes**.

Hawaiian Eye — Carol Post Waterfront Postal Center Honolulu, Hawaii

This month we introduce a new feature to *Changes* we're calling *Hawaiian Eye*, which will be a compilation of what's going on with cruisers in the deep Pacific. Gathering information for us will be Carol Post, who has been running the Waterfront Postal Center at Keehi Lagoon in Honolulu for the last several years. Because of her location, Carol keeps pretty close tabs on what boats have been coming through. In fact, if you're looking for a boat or someone on a boat, she'll be happy to try and track them down. You can either write her at 24 San Island Road, #27, Honolulu 96819 or call (808) 842-3084 Monday thru Friday from 9 to 5 Hawaiian time. You can also pick up your copy of *Latitude* at the Waterfront Postal Center.

Recent comings and goings include David Biggs who with one other crew



Tradewind cotton balls blow over the Waterfront Postal Center in Hawaii year round.

sailed his Islander 40 *Restless* from Honolulu to Alameda in 19.5 fogless days. He reported his trip was a good one.

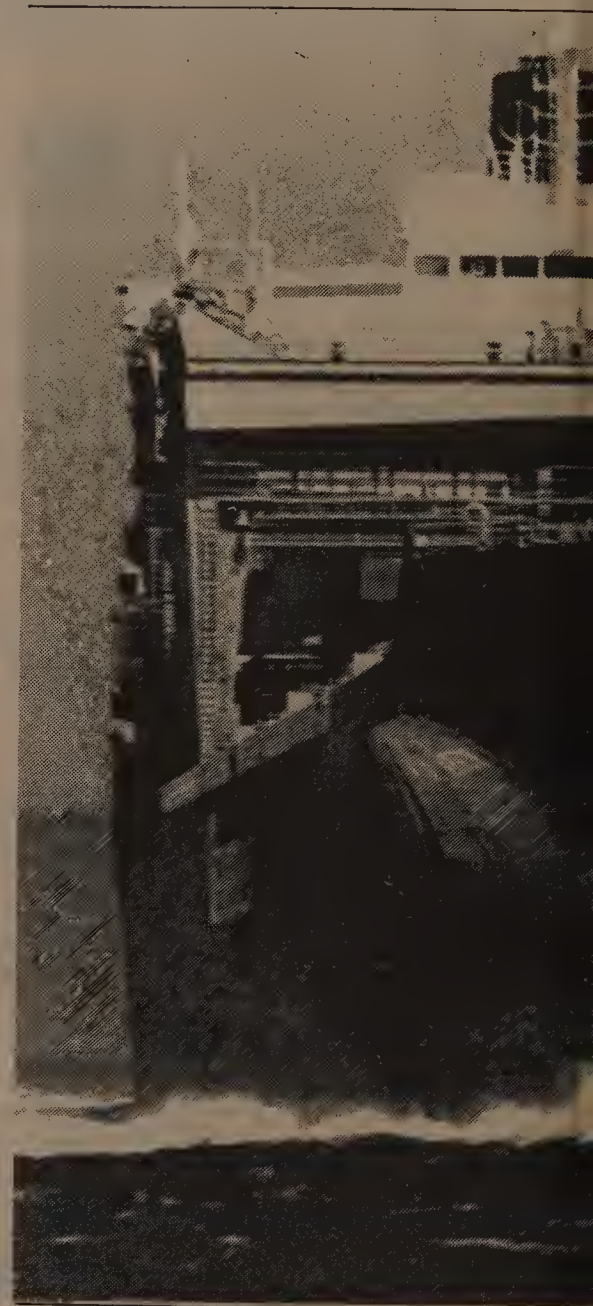
James Underwood on the 53-year old *Evora*, a 32-ft boat custom built in Holland, ran into some problems two days out of Palmyra. His trip up from Tahiti had been fine, but on the way to Honolulu the boat suffered rigging damage and he had to turn back. Repairs have been made and he's currently enroute to Hawaii again. Underwood is sailing solo.

Soon to be headed the other way are Greg Elliot with Sherry, Mark and their one-year old daughter. Their *Lazy Bones*, a 40-ft steel ketch built in Vancouver by Ron Pearson, is expected to be one of about 10 cruising boats participating in an informal race to Palmyra.

Don and Debbie Dodds left Portland aboard *Bird of Time*, their CT 44, in April of 1987. Taking a backwards sort of approach to Pacific cruising, they started in Alaska, sailed to Hawaii and most recently the Gilbert Islands. They liked the latter a lot, but described it as "very remote".

One of the biggest cruising boats to come thru the Islands recently is A.J. Ireland's *Kiwi Electron*, a 78-ft ketch that was custom built in New Zealand. With a crew of five, Ireland left Sydney in September of '88 and had six weeks of fantastic cruising and sailing in Fiji. From there it was on to Samoa and Apia. In December they traveled from Palmyra, Canton and arrived in Kauai on January 3. After hauling out at Marisco, they visited the Ala Wai yacht harbor before leaving for Vancouver, B.C. Final destination: the warm waters of the Caribbean.

About the only bigger boat around than Ireland's was also from New Zealand; the 84-ft ketch *Aarosand*. Brought to the Keehi Marine Center, the yard workers puzzled for seven days trying to figure out how they could get the 79-ton boat out of the water with their 70,000-lb Travel-Lift. Ultimately they resorted to removing all the water, fuel, chain, and the main mast. Once hauled out it was put into dry storage. The big ketch was seized at Kailua-Kona on the Big Island on March 9 of this year after U.S. Customs conducted an export search. Discovered aboard were 1.2 ounces of pot and \$130,000 of unreported U.S. currency. The ketch was brought back



to Honolulu on March 12 by the Coast Guard Cutter *Cape Corwin*. Crewmembers David McCain of Kauai and Jon Heinhold of Honolulu were arrested and then released on misdemeanor possession of marijuana charges. The United States Attorney's Office is investigating the currency violations.

Some Californians may not have gotten the news, but last summer the Hawaiian registered *Columbia 29 Aita Pea Pea* was found drifting in the Pacific Ocean without its skipper. The boat left Kauai on June 1 and was first spotted unmanned by the U.S. Navy on July 23 at 34°17' 145°39'. After two other sightings, in late September the Coast Guard took the boat in tow at 38°24 158° 09' and brought her back to Honolulu. The boat was generally in good condition although an excessive amount of cold water barnacles had begun growing on the bottom.

— carol post for latitude



LATITUDEJR

Beware of Freighters
Sea Fever — Amazon 37
Dick, Jeanie, Michael Johnson
(Camino, CA)

Our 18-month cruise from San Francisco to Panama has been one of unending challenges; Tehuantepec'ers off Mexico, Papagayos off Costa Rica, and mechanical breakdowns all along the way. However the single event that stands out as definitely the most challenging was our encounter off Morro de Puercos, Panama with a 400-ft freighter.

We were motoring south at 3:00 a.m. about two miles offshore with our 'buddy boat', the Passage 34 *Moon Passage* from Vancouver, when we decided, because of shoals and other obstructions, we should go three miles further offshore. This, unfortunately, would place us in the shipping lanes.

We had already noticed a lot of ships on the radar during this particular evening,

The cruiser's nightmare: being chased all over the ocean by one of these.

all of them at least six miles offshore. As we headed out, we kept track of one ship that was 16 miles dead ahead of us to see if she would fall off to our starboard. But her bearing wasn't changing.

At 3:20 the ship was within our five mile range, so we called *Moon Passage*, and advised them we were going to alter course 20° to port to avoid the developing problem. A mile-and-a-half behind us, they followed our course. Having made our course changes, the captain on the ship called us on 16. He inquired about our course, said he would pass on our starboard, and for us to continue monitoring 16.

Then for some unknown reason, when the ship was three miles off our starboard side, the ship's bow light changed from green to red. The ship's captain had made

a course change that would cross our bow! We instantly increased our speed and made a 30° turn to port. *Moon Passage* called us on the radio to report, in a very concerned voice, that the ship appeared headed directly for us.

Our attempts to contact the freighter on 16 met with no reply, so out of desperation, we shone our high-power searchlight at him. Shortly thereafter he returned to his original course. But he'd come within a quarter of a mile of us, travelling at 20 to 25 knots!

Breathing a sigh of relief, we glanced at the radar and were horrified to see that although the freighter had turned away from us, he had made an abrupt turn directly toward *Moon Passage*. Our friends tried to contact the ship on 16 to tell him to return to his original course, but got no response. They finally resorted to their searchlight, and he turned, but only after coming within 400 feet of them!

Immediately after the incident, we called *Moon Passage* on 16. In the middle of the traffic about the preceding events, the captain of the freighter interrupted us with this dire warning: "From now on stay out of the shipping lanes!" He had deliberately terrorized us and enjoyed it! So beware. Will we report him? We'd like to, but it was too dark to see a name or get any numbers.

— the johnsons 4/7/89

Readers — The letter also carries the names of Moon Passage's crew, Ray Barker and Terry Gallie of Bowen Island, British Columbia.

Anybody have any other encounters with aggressive ship captains?

Yank 'Pirates' Routed From P.V.?
Galatea — N/A
Don Murray & Teri Lord
(Sausalito)

There are now 17 boats here in La Cruz de Huanacaxtle, several of them "Estrangerous Pirates de Yates" fleeing the political chaos in Puerto Vallarta. The situation is that some American yachts had been paying the Port Captain several hundred dollars a month to openly charter their boats. Then came the edition of the *Puerto Vallarta Opina* with the "Pirates" headline and the names of the boats listed below. Within a couple of days of the

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article appearing, most of these boats had found their way up to lil' La Cruz. Some have already headed out for other places as the third day's article in *Opina* said something about the new Port Captain wanting to make an example of these boats illegal chartering and payments to the previous Port Captain.

As for us, we've been here two years and have legally incorporated our own bakery with Mexican partners. We call it Pie-In-The-Sky Bakery, but her official corporate name is *Los Mil Y On Pasteles, SA de Cv*. We'd been baking our brains out for months, then things began to slow down in February, only to pick up again in March with *Semana Santa*. Now, in early April, business is still marching along at 2/3's of capacity, so we're hanging in there. At one point we got up to 40 pies a day, but that was because we only baked every other day.

The tourist season is supposed to have been the worst in memory here. If it had been good, we would have really cleaned up. As it was, we were only baking Sunday, Tuesday and Thursday, and then delivering to town on Monday, Wednesday and Friday. Saturday was our day off!

Our corporation required an accountant — the only honest one in Puerto Vallarta — who has been charging us \$125 U.S. a month. So overhead, along with three employees, rent and ingredients really ate up the revenues. Considering we only worked half time, we did alright, but we burned out so bad that we both came to the same conclusion on the same day: "Let's sell this sucker and get out of here." We hadn't come to Mexico to get caught up in a bakery, for goodness sake!

They've begun bulldozing the area between the *cooperativa de La Cruz* and the breakwater for condos and the marina they're going to ramrod down this lovely town's throat. It's the beginning of the end. We know if we would just hang on for a few more years that we'd really have something here, but we've got the wanderlust again and just read a tantalizing article about Bequia. We were afraid that there wasn't anywhere left to go, but it seems there is — and, they speak English.

In any event, we've been bitten by the cruising bug again and off we'll be going, slowly around the world. We read the *Changes* about *Spirit* and some other boats



Morro Bay: Acey Duecy, like others before her, found a warm reception at the local yacht club.

visiting Cartagena. If one can now cruise to Colombia, I guess anything is possible.

Besides moving our bakery to a new location this month, we also plan to haul *Galatea* out at the Opecimar yard in Puerto Vallarta. A friend wrote in *Latitude* that we were planning to haul out and then review the experience for the magazine. When Don went in to get an estimate last Monday they welcomed him with open arms. It isn't often that we get leverage like that!

The *Flying Fish* recently went aground off Nuevo Vallarta and was offered to a friend for peanuts. So our friends on *Whatever* cut off the mast and are presently painting it and getting ready to rig it up. Today they used the school's boat to drop their 1,000-pound steel mast over at the docks, Mexican style. No injuries, thank God! So the new one should go up soon.

No dorado this year, water's too cold. Such a shame!

P.S. We just got a letter from the Coast Guard saying that redocumenting our boat requires sending the original and then waiting through the 10 month backlog for the renewal. Any ideas on the situation? Should we try another Coast Guard location?

— teri and don 4/10/89

Teri & Don — It's our understanding that the 10 month wait for renewal is the same all over the country. But here's what you do; xerox the document and the section of the law that says it's legal for you not to have the document in your possession when it's being renewed (it should be printed on a sheet that came along with announcement of the renewal). *Latitude's* charterboat, *Big O*, went all over the Caribbean for nearly two years without the original document and nobody raised a fuss.

This, incidentally, included Bequia, which is indeed a wonderful place. Another fabulous small place in the Caribbean? *Iles de Saintes*. Either of them would excellent



LATITUDE/ROB

destinations for when they — oh no! — Americanize lovely little La Cruz.

**Cabo To San Francisco
Capt. Mickey "C"
Aboard Acey-Deucy
(Alameda)**

Just a few notes on our recent delivery trip, bringing the Santa Cruz 50, *Acey-Deucy*, back to Alameda from Cabo San Lucas. The skipper was Ken Murray, a great captain well-versed in his trade.

Cabo, as you know, has really changed. Hotels and American dollars have replaced the serenity. It's now possible to get a \$100 hotel room and a \$20 lobster dinner in Cabo.

The attitude in Turtle Bay seems to have changed also. Fuel is \$1.35/gallon — except at night, when it's \$1.50/gallon.

The great Cabo to San Diego leg of the delivery took five days and was followed by five more-than-pleasant days in San Diego itself. I highly recommend the Harbor Island West fuel dock, where Tony Florio, the owner, is most hospitable, and

his parrot, Giggles, is most entertaining.

Santa Barbara, our next port of call, turned out to be the most unpleasant stop. The old Harbormaster had been replaced for extracurricular activities of some sort. The new regime wears guns and runs a make on every boat and skipper that seeks shelter. And they were rude. The way I see it, Santa Barbara is in the expansion stage and is on the verge of becoming another Newport Beach and losing its charm.

Morro Bay, our next stop, is a great port and we were given a warm reception at the Morro Bay YC.

Other than Santa Barbara and rough seas off Conception, the trip was fantastic. We saw much sea life, including whales, porpoises and many birds, and enjoyed great weather.

— capt mickey 4/3/89

**Counterpoint — Cal 35
John & Mary Vetromile
Mooloolaba, Australia
(Sausalito)**

We loved getting the December *Latitude* and reading about all our racing friends in the *Racing Sheet*. As they say

was upgrade my ham license.

John and I left Tonga for America Samoa after a late party the night before. Once outside the entrance, we took bonine and put a double reef in the main. The wind freshened and the seas had a twist to them, but when I asked the captain to turn back, he advised that clearing the land mass would probably bring improved conditions. It didn't. After the first night, he remembered that other vessels reported a difficult first night followed by improved conditions. We got 30 to 40 knots of wind the whole trip. The log reads, "Waves the largest I've ever seen, water over the dodger, wind whistling in rigging, seas constantly breaking on boat." The wooden 'sail' that steers the vane broke, and so did the replacement spare. I had to hand steer while he used a coping saw and a drill to refit the larger one. It worked.

Four days after departing Tonga, the green buoy outside the entrance to Pago Pago looked lovely. We found the destination much as advertised. I hated going ashore to take a shower in 'the box' while everybody waited, then having to splash through wind-whipped spray to get



Mary Vetromile emerges from the dreaded Tongan Box.

Down Under, "Good on you!" But where is Peter Sutter when we need him? One of the things I wanted to do here in Australia

back to the boat. But it wasn't all bad. We bought water-packed tuna, Snickers bars, Butter Buds, Crystal Light, a set of socket wrenches, bail-handled buckets, American flour and enjoyed some good restaurant meals. It was difficult for us to leave,

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because we entertained visions of weather as bad on we had coming over from Tonga. Finally we just left, and had a comfortable sail to Fiji.

We took the Nanuku Passage, across the Koro Sea to the reef off Suva. The first thing you see there is a big red ship on the reef, after which you search for the range markers (which are frequently obscured by smoke from the garbage dump). The smoke was so bad, that once we were well inside the channel, the lower marker looked almost white and the upper almost red. Our desire to tie up to the quarantine buoy was frustrated since the buoy was sunk until the following day. So, we motored through the anchorage and saw many boats we hadn't seen for a long time. *Yankee Lady*, for example, which we hadn't seen since the Marquesas, came up on the VHF. Finally we just dropped our big Bruce anchor in the quarantine anchorage. It being Sunday, the officials didn't take care of the formalities until the following day.

While in Suva, we had our Avon refurbished, our outboard overhauled, hunted for boat parts and did some reprovisioning. We had a few beers with friends in the Royal Suva YC, too. A couple we'd chartered with in the Caribbean joined us, and while we waited for weather, explored some of Suva.

Then one morning at dawn we departed for Kandavu and the Great Astrolabe Reef. The current pushed us off course, so we didn't make the closest pass, so we had to enter through Herald Pass. After spending nights at Mara and Yakuve, we moved on to Ono's Mbualu Bay. While in New Zealand last year, Dale Parshall of *Denouement* gave us a video tape taken by a boat in Mbualu the previous season, the idea being for us to deliver a copy of the tape to the chief. We presented the tape to him when we gave us our kava, and he made a blessing in Fijian over our gift and ourselves. Then we had the kava ceremony. During the next several days we traded and shared meals with a number of the locals and attended a church service. Just before we left, the chief and a couple of men paddled out in their canoe to say goodbye to us.

Less than 18 hours later we were off Thuvu, Viti Levu and the Fijian Hotel. Dick Johnson of Oakland's *Jamtlander* told us



John and Mary showing the flag in the South Pacific.

the best view of the entrance was to be found on a postcard with an aerial view. We're glad we found one because the reef look formidable. There was a yellow marker on the inside end of the reef when we entered, but it blew away a few days later in a storm. The hotel staff promised they would replace it, but who knows?

After the storm we set sail for Malololeilei and the Musket Cove YC, entering through the wide but unmarked Malolo Pass. There we collected our mail, joined the yacht club, and played in the lagoon for a week. After a sail to Lautoka, our charter friends headed home while we did some shopping and checked out for New Caledonia on the way to Australia.

Sailing around New Caledonia's reef, we entered the pass to Noumea, the French-speaking cosmopolitan capital. The pass is well-marked, but requires many changes in course. It took four long hours to get from Amadee Light, two miles inside the reef, to Noumea itself.

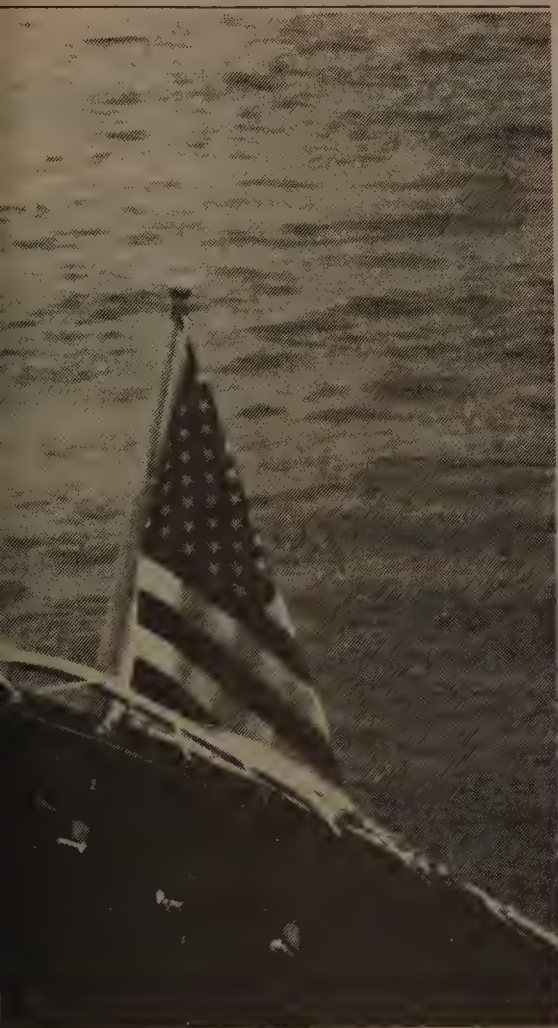
As we neared the capital, John called on the VHF for instructions and officialdom answered, in English, with instructions to tie up alongside the French warship at the Customs dock. When John asked for verification, the Frenchman confirmed we should tie along to the warship. This was too much for Sue Guilford, our French-

speaking friend aboard the L.A.-based *Fantasy*, who knew that at 0500 all yachts had been asked to clear the Inner Harbor to make room for the big ship. With her translating, we learned that the officials really wanted us to go to the Old Customs Wharf. Seeing the bare concrete wall I was supposed to jump onto, I mutinied. Fortunately, the captain was able to hail a passing motorist to help secure us to the wall. Despite the fact it was Armistice Day, officials processed our paperwork quickly.

Noumea is a French as can be, with lots of European cars, stylish women, a casino with a black-tie dress code, a topless beach, six lanes of traffic, a fantastic aquarium and goods we hadn't seen for a long time. For example, we bought a Davis Wind Wizard because our anemometer had stopped registering wind speed. Of course we had to pay \$65 for the same item that lists for \$25 in the WMP catalog.

Noumea also has a yacht club with at least 100 boats in the marina. At least 25 more yachts rode at anchor in the outer harbor, and I counted another 25 just inside the breakwater. After a week among the New Caledonians, we loaded up with French bread, wine, canned vegetables, roquefort cheese, and headed for Australia.

Out on the Coral Sea the next evening, a New Caledonia Coast Guard plane buzzed us very low. They were looking for some other yacht that had called for assistance, but it sure gave us a



jolt. About mid-passage we caught a barracuda, and since it was the Tuesday before Thanksgiving, we had our big dinner that day. (On actual Thanksgiving Day, we had Spam in lima beans with apples and Roquefort for dessert).

Every storm during this passage seemed to start with lightning. We'd disconnect all of the electronics and after it passed we'd sweat the SatNav 'birds'. Inconsistent ocean currents also added to the hope-we-know-where-we-are fun. Boats ahead of us were reporting electrical storms that lasted for 24 hours and clocking winds. Since they were off the Queensland coast, we weren't surprised to get a nasty squall a day out; we were surprised when it cleared in just two hours. The winds lightened, and after we found the entrance to Hervey Bay, went completely calm. We had to motor to get to the entrance of the Burnett River with the rising tide.

The tide was with us all the way up the river to Bundaberg, where we and quite a lot of other Americans have been checking into Australia. Customs and Quarantine officials were efficient and cooperative even though they departed with a huge garbage bag full of all the meat not canned in New Zealand or Australia (meaning all of our Dinty Moore beef stew), sprouting seeds, onions, garlic and potatoes.

The first Aussie to befriend us was a drunken fisherman. John and I were

arguing about whether or not to walk across the railroad tracks when the drunk fellow across the street yelled, "C'mon with me, I'll take you across."

The 'gentleman' had a ham and cheese sandwich in each hand, and tried to get me to take a bite. As he led us up a pedestrian walkway and across the tracks, he explained that he was just waiting for the pub to open. "The zoo's just the other side," he said, pulling off a chunk of his sandwich and handing it to me. As we entered the zoo, he began feeding the emu, lizards and wallaby. As another emu pushed closer, the fisherman began to tell us about the time he was out in the bush with his car when an emu stuck its head in. The fisherman rolled up the window, catching the animal by the neck. The angry emu started kicking, doing \$1400 worth of damage to the man's car. He kept repeating, "\$1400 bloody dollars — they can kick."

When we moved on to the salt water crocodile, he told us about the crocs he'd shot for getting into his fishing nets. The natives were friendly in Bundaberg.

While in town, we listened to the radio and heard Aussie news stations blame the slow New Years Eve start in Hobart pubs on the 60 yachts still at sea in the slow Sydney to Hobart race! As for our own refreshment, after so many days at sea, it was pleasant to be able to stop by a pub for a "seven of XXXX" on tap. They serve it in a chilled glass, so we like a small one and got a fresh glass with each round. We didn't get much done those days, but had to hang around because of chain was getting regvanized.

We're now at Lawrie's Marina in Mooloolaba repairing our windlass. Apparently water got into the lubricating oil, and heated up when we used it to hoist the electronics man up the mast to check the anemometer. It was lucky we made the jump from Bundaberg without anchoring for the night.

The captain has been looking at charts for north toward Darwin and pilot charts for the Indian Ocean. As for me, I'm not sure where I want to take my half of the boat.

— mary vetromile 2/11/89

Mary — Thanks for your contribution. A question and a comment about fish.

First, are barracuda considered a ciguatera threat in that part of the world?

Secondly, we at Latitude are recommending that when possible, people buy bonita or albacore (white) tuna rather than regular canned tuna. Albacore and bonita are caught on lines; regular tuna is caught with nets that snag and inadvertently kill tens of thousands of dolphin each year.

Trouble Brewing In La Paz?

According to folks who have resided there for years and who keep their ears pricked, things have been relatively quiet in La Paz the last few months. But there have been storm clouds on the horizon and an undercurrent of growing animosity between some yachties and the Mexicans.

For those who haven't been there, La Paz is a dusty workingman's town of several hundred thousand on the eastern shore of the Baja peninsula. While La Paz itself isn't a scenic wonder, there are a number of reasons why it's become the



Buying shellfish from a Mexican fishermen like this puts you in violation of Mexican law.

favorite long-term hangout for American yachties.

1. It's gateway to best cruising

CHANGES

grounds in the Sea of Cortez. The wonderful and isolated anchorages of Isla Partida and Espiritu Santo, for example, are only 20 miles away.

2. Because it's a workingman's town as opposed to a tourist center, prices stay comparatively low. This was especially true two or three years ago when it was possible for a couple to live comfortably, eating out and drinking beer on a regular basis, for \$250 a month. A relatively cosmopolitan town, just about everything is available.

3. La Paz is close to the United States. Family and friends can fly back and forth quickly and economically. Those on severe budgets can take the bus to California for \$25. Marine and engine supplies ordered from the United States are quickly delivered through chandleries in San Diego — duty-free.

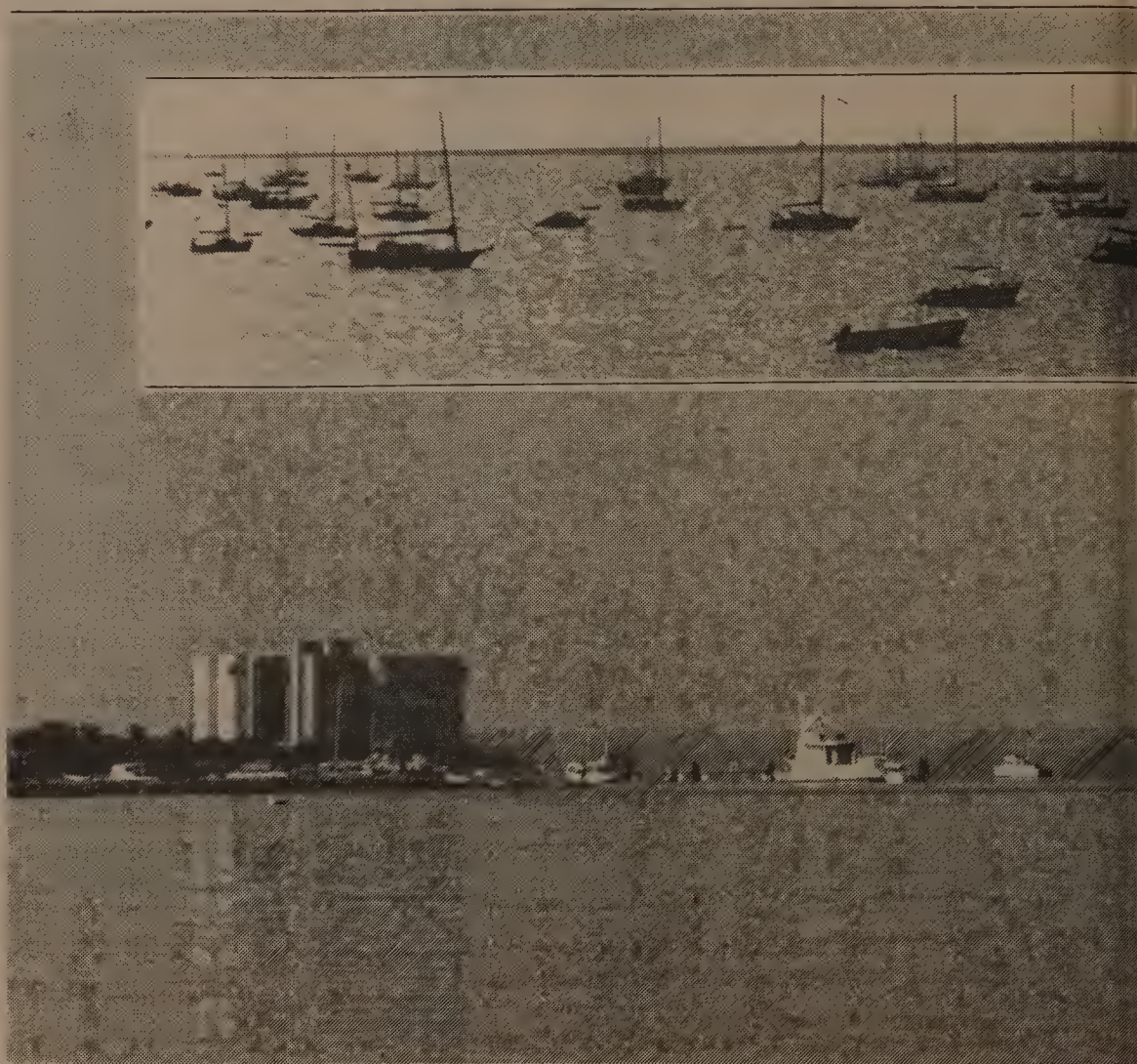
4. Despite the La Paz Waltz, during which winds and opposing currents leave boats laying to anchors and moorings in all directions, the anchorages and marinas are relatively secure. La Paz historically has been mostly immune to hurricanes, although it got whacked severely nearly a decade ago.

5. Because of the literally hundreds of cruising boats in La Paz, and because of the large number of former cruisers who have taken up residence on shore, there is a substantial American community.

6. And not necessarily lastly, La Paz has great prices and a terrific climate for drinking. The Happy Hour trail of 50-cent cocktails and free hors d'oeuvres is well traveled. Baja experts say it takes three years in La Paz before you can be certified as immune to alcoholism.

The attractions of La Paz are so many and great, that scores of cruisers who planned to stop for just a few days of provisioning have ended up staying for years. Others, who found cruising more rigorous than anticipated, simply sold their boats and bought homes at ridiculously low — \$15,000 to \$20,000 — prices. A few have kept their boats and bought homes.

While La Paz has been popular over the years, her star has really risen in the last five years. Prior to that, her main harbor would crowd with boats in the spring, and then empty by early summer. In recent years, more and more boats have



With changes come trouble. Spread, the main anchorage of La Paz in 1979. Inset, the same anchorage in 1984.

arrived and not left. Sometimes the owners stay in La Paz with their boats, but often they return to the States during the blistering Baja summer months to work and refill the cruising kitty for the following season.

Whereas the growing cruising fleet, most of which anchors right off the main drag in La Paz, was once something of a novelty and civic pride ('see how appealing our town is'), that era has long passed. In the last two years there has been more grumbling against the cruising fleet and certain of its members than ever before by both citizens and the government. Yes, the boats bring in lots of money, but some Mexicans are beginning to wonder if they're a greater liability than asset.

Issac Caunalo Celis, Director of the Coordinating Council of Tourism Activities in the Mexican Maritime Federation, left no doubt what he thinks during a recent meeting with the press in Mexico City. He told the Mexico City News that a "full and energetic" force should round up law-breaking boatbound foreigners, many of whom are permanently anchored in La Paz. Calling them "social outcasts,

vagabonds and criminals", Celis chastised those yachties who openly flaunt the law.

A top maritime official, Celis accuses some yachties of making illegal hauls of lobster and clams; of selling exotic birds on the black market; of doing illegal charters. These activities, the official asserts, threatens Mexico's seafood and tourism industries.

While Celis' sweeping accusations are too broad, there is no question they are based in truth. There have been few yachties over the years, for example, who have been able to resist acquiring lobster or other shellfish. Just this month we received a letter from a couple in Baja who wrote, "our best trade was 18 lobster tails for one Rolling Stone's tape". It's just the latest letter to gleefully announce such a score. Taking or trading for shellfish, of course, is illegal in Mexico, yet too few of us have taken the prohibition seriously.

Other laws commonly ignored or deliberately broken by yachties:

- having both a car and boat in Mexico.
- leaving boats unattended in Mexico.
- operating solely owned businesses in Mexico.
- working for pay on other people's



LATITUDE/RICHARD

certain is that it's not 1979; one look out on the La Paz harbor proves that.

— latitude 38

Nanok — Spray
Martin Aalso, Joyce Guthormsen
The Canaries to Venezuela
(Alviso)

We left Seville and motored down the river and anchored at San Lucar de Barrameda. For eight days bad weather kept us stuck in a poor anchorage. With the river running strong in one direction and the wind howling from the other, we dumped the dinghy every time we went ashore. Keeping the groceries intact became a challenge.

Eventually we got to Cadiz and had a good week's stay, enjoying sightseeing in that ancient town. Everyday I went to check with a Swiss guy who had a weatherfax, and on the 17th of November we decided it looked good enough to leave for the Canary Islands.

The first day we had a good easterly and crossed the Strait of Gibraltar in no time at all. Then followed two days of calm. Finally the weather came out of the southwest accompanied by a rapidly dropping barometer — which stayed down for six days. It was blowing 40 knots or more when we took the double-reefed main down, and the seas were huge. We took a couple of big ones and found out that the cockpit drains work but that water squirts in under the main hatch. So we lay ahull with the staysail. The Spray design rode quite comfortably in these conditions until the storm blew itself out. Eventually we made it to Las Palmas, having done an additional 300 miles.

While anchored in Las Palmas, a *scirocco* came up and for three days everything was covered in red sand from the Sahara — with the occasional locust thrown in. Next stop was Los Cristianos on Tenerife, where we hauled out. It was a good lift and inexpensive; only about \$150 for a week. I'd wanted to be next to the fence in order to enjoy the view of the adjacent topless beach while working on the boat, but Bill on *Sanctuary* wouldn't give up that space.

Back in the water we were lucky to get a side-tie at the wall and spent another two weeks while my father was visiting. The anchorage is bad, and when it blows

people would put out everything they had to keep from dragging.

Taking a stout Danish girl on as crew, we left the Canaries on the 5th of January under main only in 25 knots of breeze. Each day I waited for the wind to ease a bit so I could put up my new yard and squaresail, which is made of lighter material, but it never did. So it was downwind with the main, which gives two warnings before she gibes; on the first flap you scramble and hopefully correct the course before the second flop; if you don't, it's followed by a big WHAM! and a shuddering of the boat. We learned quickly, and our extra crew came in handy.

Once we giped on my watch. I claimed it was a controlled gibe to see if we'd do better on the other tack. Being captain and navigator, I could say stuff like that. But one look at the compass and the girls weren't buying it.

We caught some dorado and saw porpoises once; but saw no whales or turtles. We saw no ships or other sailboats. The big excitement came when the port pulley-bracket assembly for the steering pulled out of the beams and carlin. It was shortly thereafter that we discovered the emergency tiller worked pretty well. I hand-drilled a hole through the sheer clamp and hull to put in an eyebolt, to which was hung a big block. That put us back in business.

Twenty-five days out of the Canaries we passed Grenada in the lower Caribbean. Since they'd moved the light — at least according to my chart — we decided not to risk everything and continued on to Venezuela where we made landfall the next afternoon. Coming to Pampatar, Isla Margarita, we found that you are supposed to have visas before you enter — contrary to what their consulate in Tenerife had told us. So instead of using Shore Base, which usually takes care of clearing everybody in and out, I decided to go at it myself. Things went all right until I got to Immigration.

"No visa, *muy malo, muy malo*", they said. The official didn't actually rub his hands together in anticipation, but he definitely got the old wheeler-dealer gleam in his eyes. After a bit of haggling, we decided that 1,000 *bolivares* per person was a fair amount. Then we got into the exchange rate. He thought it was \$50, but

boats.

— selling American-purchased products to Mexicans.

In addition, there are things that although not illegal, have raised the ire of Mexican officials and citizens.

— derogatory complaints about paperwork.

— bitching about the rising cost of food and services.

— making snide comments about the intelligence and efficiency of Mexicans and the Mexican government — especially over the monitored VHF radio.

— the superior attitude displayed by some Americans toward some Mexican citizens, laws and customs.

— finally, there's pollution. Raw sewage being pumped through the heads of hundreds of foreign boats isn't appreciated in La Paz any more than it would be at Newport Harbor, Sausalito, Shelter Island or Santa Barbara.

What the future holds for American yachties in La Paz is uncertain. It will depend on how many more boats start to call La Paz home. On whether Americans continue to, in the words of Celis, "openly flaunt" Mexican laws. And, on whether or not Mexico suddenly decides to get tough on law breakers. The only thing that's

CHANGES

I, having already been to the bank, could show that it was just \$30 U.S. So we got a 20-day visa saying we were lodged at the Hotel Margarita Concorde, and had to check in and out with him personally.

It's been very nice here, with good beaches and anchorages, and everything is cheap. Diesel is 8 cents a gallon, cigs are 20 cents a pack, coffee a dollar a kilo, etc.

We've seen two Bay Area boats here: the big *Pacific High*, and *Osprey*, both out of San Francisco. We'll soon be on our way to Bonaire, Curacao and Panama, via the San Blas Islands.

Before I close, I'd like to put in a sincere plug for Donald Goring of Alameda, who built our sails. After 5 years and 25,000 miles of hard use, they are still beautiful and not a stitch has come undone.

A short note from the first mate: After cleaning a couple of years of dust off the vacuum, it was great to plug in the appliance I had missed most. It was music to my ears to hear the motor generate the vacuum whose work in corners before had to be done with a small knife! For me it's welcome back to the land of 110 volts! Tomorrow the electric sander!

We hope everyone in Northern California has a safe sailing season!

— martin, joyce & otto the dog 2/20/89

**Pendragon - Kantola 43 Tri
Dave and Joan Reams
Missing from the Hot List
(Lemon Grove, CA)**

My husband, Dave, and I are cruising our 43-foot Kantola trimaran *Pendragon* with our two children. Even before we

Hot Rally.

We sailed down the coast of Baja with no stops. Sometimes we went as much as 200 miles offshore to avoid shrimper and cruise ship traffic. We arrived in Cabo on January 29, six-and-a-half days after leaving San Diego. We signed up for the rally on January 30; I believe we were boat #307.

Although the t-shirts were long gone, as First Mate I received my promised free ice cream cone! Our kids were excited about seeing *Pendragon's* name up on Papi's bulletin board. I confess, I was excited over the prospect of seeing our boat's name in print — in *Latitude* no less!

When a boat pulled into La Paz and announced that they had 20 copies of the March *Latitude* to give out, my husband raced over to snag one. Imagine our disappointment when not only were we not #307 on the list of rally-ers, we were not listed at all! Please check your computer or the bulletin board at Papi's Deli. We'd rather be 307th than never!

— joan 4/17/89

Joan — It's like they sometimes say in the Sea of Cortez: Shit happens. By blowing up the photograph of the list that appeared in the April issue, we — and everybody else — can indeed see that you were boat #307. Our apologies for deleting you in print.

**Born Free - Westsail 32
Ed Birkholz
Hiva Oa, Marquesas
(Northern California)**

There have been several reports on us

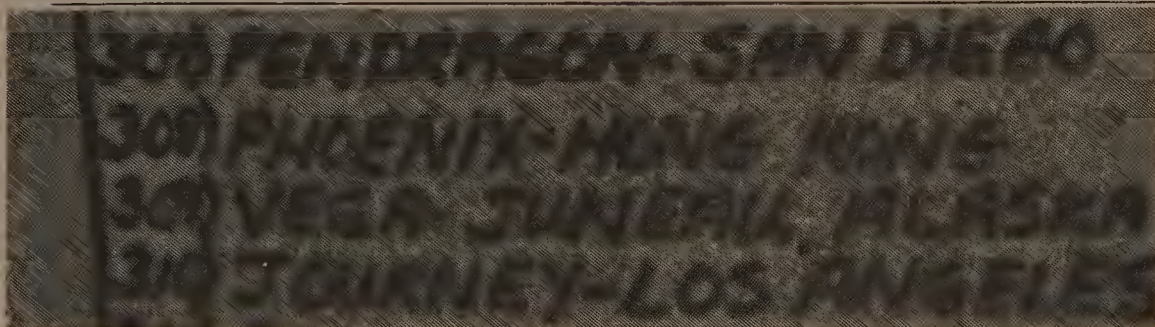


with us, paying \$6,000 to take care of our expenses and the necessary repairs. In order to make the settlement, they had to acknowledge the error of their ways — which is what it had been all about in the first place. They haven't hit any boats since. But if anyone is considering making a living this way, they'd better take Belli and a judge along on the foredeck.

I've just sailed solo from San Diego to here at Hiva Oa. My wife Marilyn, who is pretty foxy, will fly down and meet me later.

Anyway, I passed through the doldrums at longitude 123W during the Ides of March. I experienced no rain or calms; just a steady easterly breeze. Later, when the big blast of southeast trades was expected, I had nothing but light winds, mostly from the north and northeast, all the way to Hiva Oa. My big tanbark genoa proved to be a big asset during the light air crossing from San Diego, which I completed in 28 days flat, about a 100 mile/day average.

Hiva Oa is just beautiful. There are currently about five of us at anchor in this

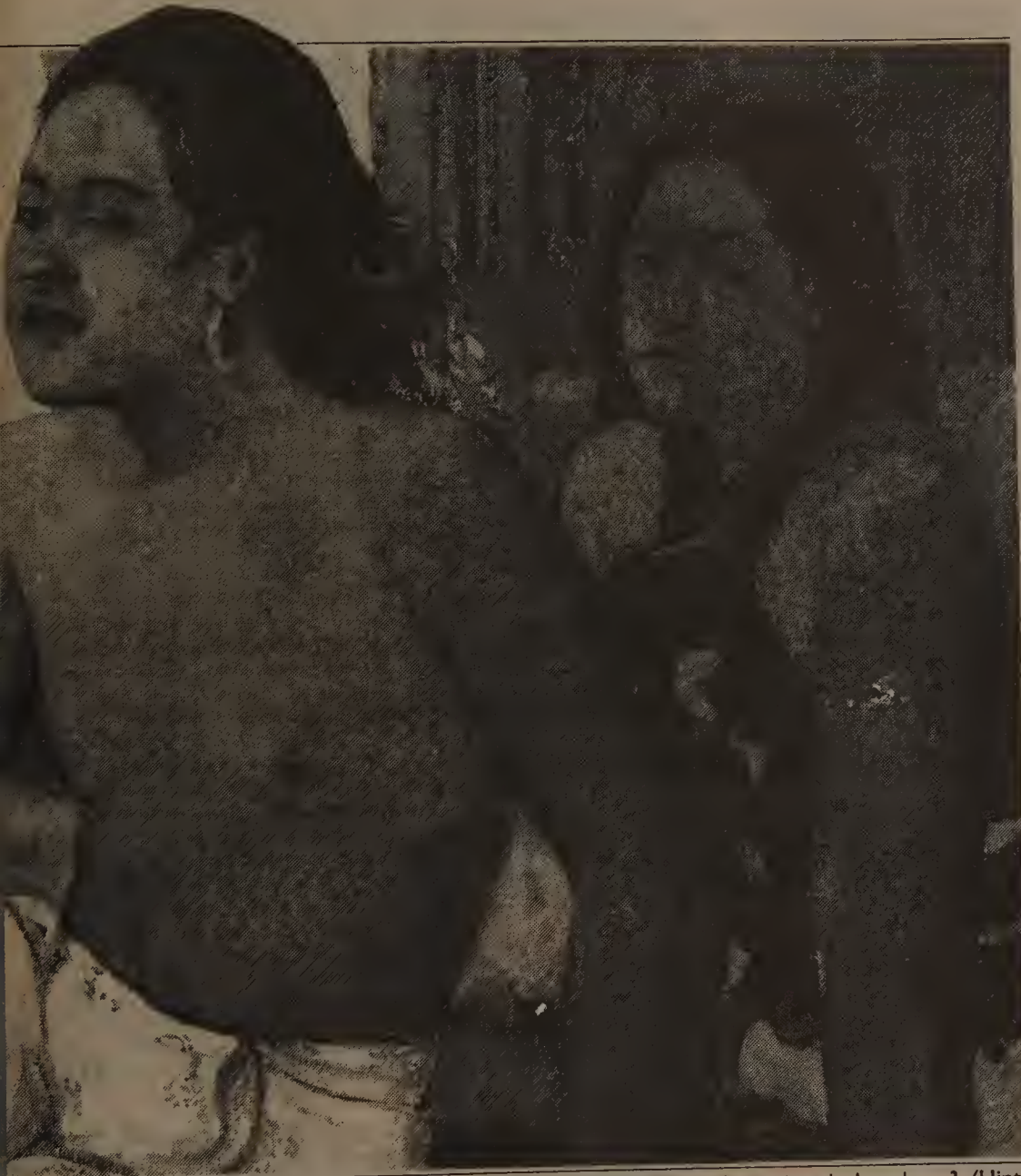


began planning our getaway, we'd been reading your magazine for tips on Mexico, racing news and the wonderful *Letters* section. As we got closer to departing, one of our "must do's" would be to go to Papi's Deli to register for the *Some Like It*

Pendragon was indeed #307 in the Rally.

in *Latitude* 38, one of them about our collision with the Danish freighter *Lars Maersk*. They finally settled out of court

LATITUDE/ROB



career and family to devote his life to art. Employing the use of flat planes and bright, unnatural colors to paint primitive subjects, this impoverished man and tortured soul died on Atuona in 1903. The artist's unusual ideas — he married a 14-year old native girl — did not endear him to either the locals or colonial authorities. Just prior to his death, Paul Gauguin had been sentenced to three months in the slammer for a fracas with a gendarme.

Herman Melville wrote *Typee* after spending part of 1846 on Nuku Hiva; Thor Heyerdahl spent 1936 on Fatu Hiva writing the book by the same name.

Cruise notes:

First boat to Cabo of the '88-89 Mexico season? That distinction belongs to Oxnard's John Sloboda aboard the Ranger 30 **Joliga II**. A 12-year liveaboard at Channel Islands Marina, the diabetic with torn cartilage in his knee decided at age 56 that it was "now or never". Saying "that's all I can stands, I can't stands it no more", Sloboda gave up two decades of working for RCA and sailed across the border into Mexican waters on October 8. Fully aware it was still hurricane season, he used a weather fax to track the one hurricane still out there, and took off when the coast looked clear.

Sailing solo and only using the engine to charge batteries, he made Cabo in 7 days and 45 minutes. This is a very credible time considering the former racer chose to read books, drink beer and listen to Jimmy Buffet tapes during the day, and sleep most of the night. A motor mount coming loose and a jib ripping near Cabo were the only two incidents. After a brief stay in Cabo, he arrived in La Paz on October 21 — long before most sailors were ready to leave San Diego.

With the Mexico season rapidly coming to a close, Karen of **Papi's Deli** wants to remind everyone that "when in doubt, stay out". Two boats have already gone up on southern Baja beaches this season. *Bluebird*, on her maiden voyage and just half an hour from Cabo, went ashore at 0300 one morning when the crew fell asleep. She was a total loss. Another boat, *Mungo*, went ashore 50 miles north of Todos Santos. Don't let it happen to you.

Karen also wants folks leaving Cabo to

snug harbor where we celebrated an Easter potluck dinner aboard *Canada Goose*.

For those of you who are planning to go cruising some day, I say get going now. I'm 72 and almost waited too long.

— ed 3/28/89

Facts on the Marquesas: In the early 1800's, this most northern territory of French Polynesia was inhabited by over 50,000 people. Many of them were Chinese or natives of Martinique who had been brought in to work the plantations. Inconsistent rainfall, however, brought periodic droughts and famines, causing workers to seek their fortunes elsewhere. The population of the Marquesas, which consists of eleven lush, reef-less mountainous islands, was also decimated by disease, opium smoking and blackbirding. With as few as 2,600 residents in 1926, the population is approximately double that today.

'Discovered' by Mendana during his second voyage from Peru in 1595, relations between the Europeans and the natives got off to a poor start. Frightened by the

Culture quiz: who painted the above? (Hint: Van Gogh cut off his ear to spite the painter.)

curiosity of the tattoo-covered natives, Mendana declared open season on the Marquesans. Before he left, some 200 Polynesians were dead.

Prior to the arrival of Europeans, the Marquesans had a strong cult of the dead. They consumed 'long pig' and preserved mummies and skulls. While the population has suffered, many of the ahus or stone religious platforms remain. Hiva Oa's Puamau Valley has the greatest number of huge stone statues.

The Marquesas are 2600 miles from Cabo, 3800 from Panama, 1950 miles from Hilo, 570 from the Tuamotus, 775 from Tahiti and a long way from Paris.

Marquesas Quiz. One of the founders of modern art, the man who caused Van Gogh to cut off his ear, had his last home in the Marquesas. His tomb, overseen by Oviru, goddess of death and destruction, is at Atuona. A successful stockbroker, one-time Impressionist and father of several children, this painter gave up both his

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know that Papi's Deli monitors 22A and can often hear boats that can't hear them. So if you've rounded Falso headed north and want to give a weather report, go ahead and give it even if you can't hear a response from Papi's. Furthermore, be advised that there is another land-based station, called 'Outpost', some 30 miles north of Cabo. A ham operator, Outpost also monitors VHF 16. Call him if you need him or just to say hello.

Two of the finest helmsmen in the history of international racing have hung it up in favor of cruising. **Lowell North**, founder of the loft that still bears his name, former World Star Champ, winner of hundreds of prestigious races and all around great guy, took off for Cabo San Lucas and the Marquesas a few weeks ago aboard his recently acquired Tayana 52. North caught the cruising bug while sailing from the Seychelles to the Med aboard Jim Hill's Farr 55, **Spellbound**. Palo Altan Hill, who is about to return to his boat in Italy for summer cruising, sailed with North for many years in Stars.

Leaving a few weeks before North was top international helmsman and former manager of the North loft in Huntington Beach, **Dick Deaver**. Deaver and his lady B.J. have firm plans to sail their customized Farr 55, **Outa Here**, around the world. Deaver and his boat kicked fanny at Baja Sail Week a few years ago with his boat.

Also reported to be about to leave or perhaps have already left is former another noted Southern California sailmaker, Burke Sawyer. So be careful when you start bragging about how fast your cruising boat is.

Redwood City boatwright **Doug Wood** advises that he read Kent Amberson of **Periplus**' recent letter about heading south difficulties "with delight". You may remember, the day before Amberson was to leave Sausalito for Mexico, his engine fresh water hose intake was cut by the flywheel, after which the bilge pump kept siphoning water back in because the thru-hull was below the waterline. Said Doug, "I gotta wonder about the condition of the rest of the boat, the abilities of the crew, my cruising insurance rates, the extent of the Coast Guard's costs — and wonder that more such boats, like television ministers, don't sink more regularly".

Well! We always figured that the purpose of such a shakedown was to turn up such problems, which, despite the best efforts of naval architects, boatbuilders, boatwrights and surveyors, turn up more than we'd all prefer.

The **United States military** gets criticized when they screw up — and

sometimes even when they don't — so it's only fair that they be recognized for their good deeds. In the wee hours of April 13, on the Mediterranean Sea 30 miles from Bonifacio, Corsica, helicopters from the aircraft carrier *Roosevelt* lifted 15 Brits (14 men and one woman) from four separate yachts. The boats had put out distress calls after being pounded by strong winds and high seas that aren't uncommon in the Med at that chilly time of year. So chalk up some goodwill for the Sixth Fleet.

After many years of relative peace since World War II, there's been yet another hint of trouble brewing in the islands of the South Pacific; this time at **Bougainville**, one of the islands of Papua New Guinea. Reports from Australia indicate that landowners are revolting against the government for inadequate compensation from mining operations. Until the 70's, Bougainville had a sleepy plantation economy. Since then exploitation of its considerable mineral resources has dominated the economy. This has angered landowners, who have been sabotaging mining operations since their demand for \$4 billion in compensation was turned down. Most recently two government soldiers were killed in ambushes suspected to have been backed by landowners. Kieta is the port of entry for Bougainville, and there is a yacht club at Kobuan Bay. You might give them a wide berth for a few months.

In other Pacific island news, the family that owns **Palmyra Island**, 960 miles south of Honolulu and destination of Coconut Crab Express Race, gave the state of Hawaii until the end of April to purchase the island for \$33 million. If the state, which has expressed a desire for the island, doesn't come through, the three brothers will offer the 600-acre island to the highest bidder.

Neil Joyce of the **Rubaiyyat** writes that he has some bad news for us: "I'm sorry to inform you that I do not plan to return home and thus my enjoyment of your fine magazine will have to remain sporadic. I seem to have gotten caught up in local activities, like drinking kava and fishing, and miss the race rat in California as much as I would a case of the piles. We recently heard from our good friends Pam Morris and Bill Westphal, who accompanied us on the first leg of our voyage to the South Pacific; they, too, have decided that cruising beats chasing the increasingly quick rats and have bought a boat. They report that a house in Los

Angeles — even if it's old, rotten, and on fire — costs a quarter of a million dollars. So they also have opted out. In the meantime, they could use a little help, so I am sending them a doughnut cushion and the enclosed subscription to your magazine. As for us, we have sat, shiftless and lazy, in Savusavu Bay now for nine months. I aim to write you an update on our doings as soon as I can find the time. Meanwhile, if anybody is interested, we are now licensed to charter our 65 foot ketch in Fijian waters."

With summer in the offing, many Mexico cruisers head north to base out of **Puerto Escondido**. The good news — for cruisers at least — is that all construction has stopped on the big development project. Most of the infrastructure is in, but work has not started on condos or other buildings. It's often hard to learn why projects stop and start in Mexico — hell, there are three stories of how and when mass murder Salcido was captured — but apparently it has something to do with most of Fonatur's efforts being directed to Cancun. That resort on the Caribbean side of Mexico, you'll recall, was trashed last fall by hurricane *Gilbert*. There are also rumors that Fonatur funds for this particular project were looted. Government projects being ripped off in Mexico is, tragically, nothing new, but apparently it's a first for Fonatur, the agency charged with developing tourism.

There's also good news about the planned development at San Juanico; it hasn't started yet and apparently won't start soon. We recommend visiting it before the construction people.

Paul Morningstar of Fort Bragg wants to know if masthead strobes are "considered important these days". In our estimation, there's no better way to be found or seen at night than by turning on a masthead strobe. Technically, such strobes should only be activated in emergency situations. In practice, many sailors, particularly singlehanders, use them as a matter of course so they'll be seen and not run down by larger traffic. The fallout of such overuse, however, is the same as crying "Wolf" all the time; nobody believes they signify emergencies anymore. But, yes, we think masthead strobes are worthwhile. If nothing else, you can take them down at Halloween and put them in a pumpkin; you've never seen a great Jack O' Lantern until you've replaced a crummy old candle with a strobe!

Words to travel by from **T.S. Eliot**: "And the end of all our exploring / Will be to arrive where we started, / and know the places for the first time."

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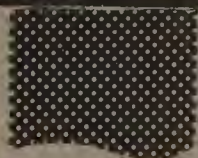
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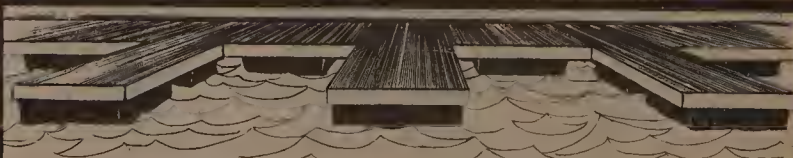
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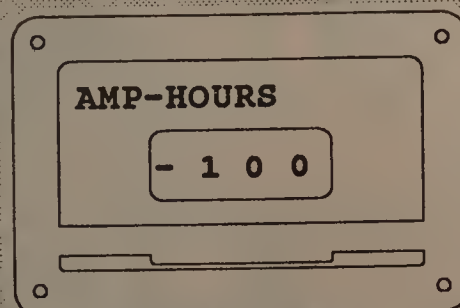
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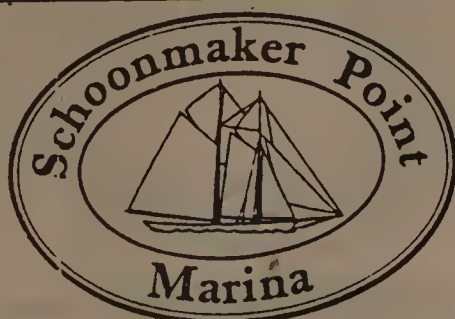
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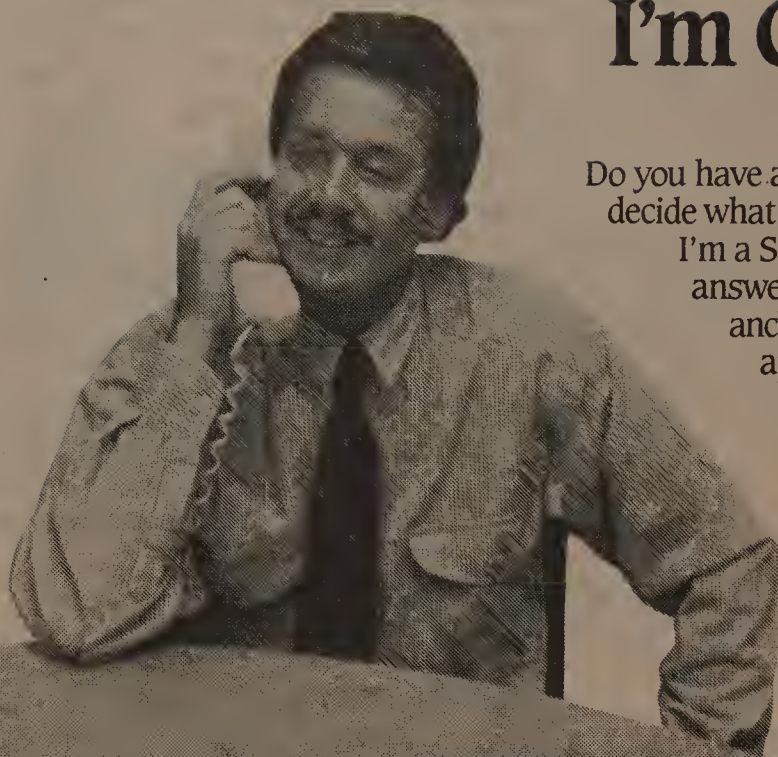
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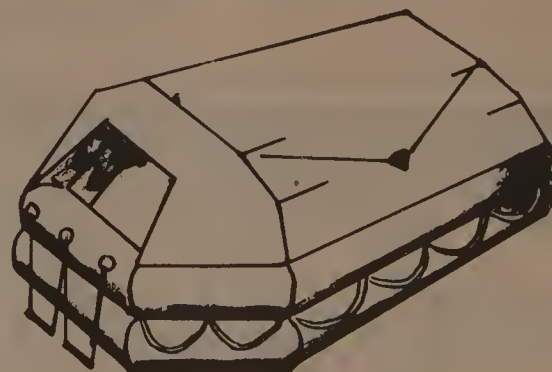
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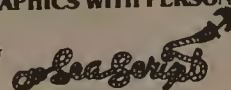
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1977 RANGER 23. \$8,500. Nice condition. Race equipped with almost new main, working jib and spinnaker. Low hours on Honda 5 hp o/b. Leaving Bay Area and must sell. (415) 364-7221 home; (415) 354-1626 work.

CAPRI 22. Like new, fresh water use only, racing package, new sails, trailer, epoxy Micron bottom. Most sailing fun per dollar. \$8,500. (916) 891-8736.

CATALINA 22, 1987. Used five times. Loaded with options. Blister free because epoxy barrier since new. New trailer and motor. Guaranteed for a year against defects. \$10,500. (916) 891-8736.

COLUMBIA 24. Well maintained, new rigging, two jibs, nicely finished interior, reliable o/b motor w/low hours, sturdy Bay boat. \$6,000. (415) 456-3495 h or (415) 459-1400 w.

1971 RANGER 23. Very nice. 6 hp Johnson, rigged for single handling, extensive sail inventory, North main, DeWitt jib, Brisbane berth. \$5,500. Eves & weekends call (415) 851-0236.

C&C 24. Excellent condition, roller furling, 1985 Suzuki 8 hp, DS, marine radio, lifelines and complete safety equip. Great day cruiser or club racer. Warm Alameda berth. Asking \$11,400. 933-9932 after 6:30 or 543-3990 days (M-F)

RANGER 23, 1976. Excellent condition. Has to be one of the best showing Rangers in the Bay. Fully race or cruise equipped. Good sail inventory. Dodger, 6 hp Evinrude. 2 boat owner - Must sacrifice. Asking \$9,000 or b/o. (415) 521-7826.

GREAT BAY BOAT. Gladiator 24 F/G sloop, disp #3800 lead keel, sleeps 4, four sails, with 6 hp o/b. \$2,000 or b/o. (707) 964-7360 or (916) 444-8259.

BEAR 23-FT. Hull #19. Classic wooden sloop in excellent condition. Boat cover, Evinrude 5 hp with warranty. \$4,900. Call (415) 243-0201.

CATALINA 25, 1982. 3 sails, Evinrude 7.5, VHF, plus much more. Great family boat, good condition. \$9,999. (707) 431-2189, Healdsburg, CA.

DRASCOMBE LUGGER 19-FT, 1979. Used 1 yr then stored. EZ Loader trailer, Seagull engine w/longshaft, cockpit cover, folding pramhood canopy, 10-ft oars, kick-up rudder, bulge pump. Asking \$5,850. Work (415) 821-0617 or eves (415) 282-1340.

CATALINA 22. Swing keel, trailer, porta-potti, o/b motor, Danforth anchor, 3 sails, cushions. \$5,800. Good condition. Call Steve at (707) 585-1037.

SANTANA 22, 1969, #419. Evinrude 6 hp, main, jib, spinnaker, lines led aft, KM, compass, battery, running lights, s/s chainplates and keel bolts, cushions, two anchors, head, and fresh bottom paint. Great start boat for the Bay. Berkeley berth C-5. \$4,200. Call (415) 658-0781.

SANTANA 22. Gary Mull design, #93. "Best little S.F. Bay boat every built." North main, 6 hp o/b, new rigging, very clean. Most enjoyment for your sailing buck. \$4,900. Call (415) 582-6488 eves.

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SILLY CON IS FOR SALE! Freedom 21, 1984, excellent condition. Spinnaker with Gunn mount, 5 hp o/b. \$12,900. Outstanding Bay boat. (415) 323-2175 day or night.

RANGER 23, 1972. New main/jib. Good bottom, many sails/spin, Tabernacle mast. No wrecks. \$5,000/offer. 453-4339.

COLUMBIA CHALLENGER 24-FT. Perfect condition! New sails plus spinnaker. Interior redone. VHF, AM/FM stereo cassette. Good bottom - cleaned every 2 months. 7.5 hp Evinrude long-shaft. Coyote Point berth included. \$5,700 or b/o. (2 boat owner). Ken (415) 592-6345, leave message.

HOLDER 20, 1982. Great trailer boat. 5 Maxwell winches, Harken cleats, VHF, KM, Evinrude 4 hp Dagger Keel. Lakes, Ocean or Bay. \$5,300 or b/o. (209) 526-2288.

SANTANA 22. Competitive one design racer, new class jib. PHRF equipped, 1/2, 3/4 spinnakers. Cruising equipment, Baha-proof trailer. \$5,500. 856-7548.

COLUMBIA CHALLENGER 24-FT 4". Better than new. Too much upgrade to list. Large cockpit for six. Terrific Bay boat. Active S.F. fleet. Sausalito berth. Must Seel \$5,500. W: (415) 453-8700 or H: (415) 456-6915.

1968 SANTANA 22, HULL #424. Fully rigged including spinnaker. 5 Barients, 3 hp Ultralite o/b, LPU, Micron bottom. Drysailed for 10 years. Contest compass, EMS KM. Custom dockcart included. \$5,000/offer. (415) 388-6531.

RANGER 23, 1974. Bristol condition, heated hull for 10 years (golden rods). No blisters ever, 1/89 haul and survey. Double reef main (tall rig), 5 headsails plus spinnaker, VHF, DS, stove, head, 2 anchors. Not raced. \$9,100. (415) 851-7804.

SANTANA 20, 1977. Excellent condition. New cushions, new o/b, KM, 2 sets of sails, spinnaker and trailer. Must sell ASAP. All offers considered. Call (415) 454-6468.

O'DAY 19, 1967. Good condition, well maintained. Safe, swing keel. Sleeps 2 w/head. 3 jibs, 2 main, 5 hp o/b, trailer. New bottom paint. \$2,500 or b/o. (408) 475-5954.

23-FT CLIPPER SAILBOAT. Great starter boat. Extra sails, trailer, radio, Honda o/b, pop-top, twin keel & more. May be seen at Santa Cruz. \$4,000 or b/o. (408) 733-3817 or (408) 723-8856.

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CAL 20. Must see. Immaculate condition and fully rigged. North sails, spinnaker gear and many extras. Race ready or pleasure sailing. Located in resort-like Emeryville Marina. \$4,500. Frank (209) 476-9860 eves and wknds.

DRASCOMBE SCAFFIE. Double-ended cruising dinghy, like new condition. 14-ft 9-in LOA, 460 lb disp, Tanbark lug sail, Seagull engine, EZ Loader galvanized trailer, Bruce anchor and many extras. \$3,800. (415) 866-8804.

SANTANA 22, 1970. North cruising & racing sails. Larsen spinnaker. Lots of new gear. All lines led aft. 4 winches, compass, KM. New standing & running rigging. Cruise or race. Many extras. \$6,000/neg. Brett 775-2245.

O'DAY 19, 1980. High quality, agile, well cared for. Safe, ballasted - centerboard can race, handle shoals, Bay winds. Sleeps 2 in cabin. Huge, useable cockpit, 2 jibs, main, 5 hp o/b, trailer. \$3,900. (415) 428-1228.

1984 J-24. East Coast built boat. Professionally maintained by OCSC. 6 hp Evinrude. Excellent condition. Continuation of charter program contract available. \$12,000. 254-8054 eves.

SNIFE, 1986. Phoenix hull 26477. Full race prepared. Additional set new sails. Lots of extras. Sailed only a few times. Great boat! Custom Shoreline trailer. Growing family forces sale. For particulars call Kevin. Office (209) 529-6913, home (209) 576-2832.

25 TO 31 FEET

SUMMERTIME DREAM 26-ft Schumacher custom sloop. Fastest midget ocean racer in Northern California. Recently won class in Corinthian and MYCO Midwinters. New Sobstad sails, trailer, etc. Price reduced to \$14,000 for quick sale. Corry Cook (415) 523-7650.

28-FT COLUMBIA SLOOP. 3 sails, Atomic 4 l/b. Recent bottom paint. Great Bay, family boat. Sleeps 4+, dinette, toilet, sink, 110 volt shore power. Needs painting & brightening. Priced at \$9,200. See at Berkeley Marina O-004. Stan (415) 964-7915.

29-FT CRUISING SHARPIE, 1984. Cat yawl, free-standing masts, tanned sails. Prototype of Phil Bolger's Skillygalee design. 9.9 hp Johnson, awning, stereo, fully equipped. 16" draft, beachable, ideal Bay and Delta gungholer. \$15,400. (415) 674-9518.

RANGER 26, 1974. Great looking and sailing Mull design. Excellent condition with new LPU hull and spars, 4 sails plus spinnaker, Honda, DS, KM and shore power. Much new. Ex-freshwater boat. \$11,200 or b/o. Also fiberglass pram \$125. (415) 558-8683.

25-FT NORTHSTAR 500. "Raccoon Ruby". Replacement value \$39,000 - Asking \$9,800. Race or cruise. Atomic 4 l/b. Bought new boat - must sell old. Dan (415) 388-0990.

26-FT INTERNATIONAL FOLKBOAT. Great Bay and Ocean boat. Swedish built F/G in 1972 with factory installed Volvo MDI, 10 hp dsl, North sails, KM, DS, dodger. Coyote Point berth included. \$14,000. (415) 348-7779.

SAN JUAN 28. Fast & comfortable roomy cruiser. Inboard 4 w/low hours, VHF, DS, compass, 120% & 150% jibs, 6 winches, spinnaker pole. Very pretty. \$18,300. 383-0132.

C&C 27, 1974. Smart sailer in well kept shape. Diesel i/b, new cushions. A bargain at \$13,500 firm. Call Donald (408) 867-3156.

LANCER 25, 1978 SAILBOAT. Sleeps 5. Has galley, self-contained head, 2 anchors, new 10 hp Honda o/b. Recently hauled in Delta slip. Includes EZ Loader trailer. Asking \$8,000. Call George (415) 361-9300 days; (415) 366-3051 eves.

26-FT BALBOA w/trailer. '74 Lyle Hess design. Good condition. 3 sails, 9.9 Johnson o/b, 2 burner alcohol stove, porta-potti, hard chine, dinghy & more, sleeps 5. \$7,500 or b/o. (408) 423-6529 or (408) 429-1056.

COLUMBIA MKII 26-FT. Very clean. Six sails, VHF radio, new compass, DS, shore charger, 9.9 Evinrude, two anchors, custom woodwork, fulfills Coast Guard safety equipment list, San Francisco berth. Asking \$10,500. Call eves/wknd (415) 387-3507.

EXPRESS 27. 1986 and 1988 National Champion. 1988 North Hi-Tech Kevlar racing sails plus cruising set. Totally tricked-out rig. New oversized two-speed winches, new 4 hp Evinrude o/b, trailer, commissioned 1986. \$24,950. Call 421-1070.

CAL 25. Good condition. New Nissan 8 hp o/b. Many extras. Coyote Pt. berth. Must sell now - cheap! (415) 347-7007.

BODEGA 30. Full keel F/G sloop. 3 sails. Keel-stepped mast. 2 cylinder Volvo dsl. VHF, KM, DS, stereo, sleeps 6. Shipmate stove/oven, heater. Good looking, easily handled cruiser. Asking \$23,500. (415) 344-3495 eves, anytime wknds.

COLUMBIA 29, 1962. New main, new working jib, 2 other sails, rebuilt engine, VHF, DS, heater, good condition. Excellent Bay boat. Full keel. \$10,500. Phone 892-0714 days or 897-7390 eves.

CLASSIC DESIGN SEABIRD YAWL 26-FT. Sturdy comfortable cruiser Volvo dsl. Richmond berth. \$8,500. For more info call (415) 237-6336 or (415) 654-1413.

27-FT CATALINA. Berthed in Santa Cruz. New bottom paint. Excellent condition. 15 hp Evinrude o/b. (408) 997-3926. \$13,500.

CAL 25, 1968. New rigging and thru-hulls, epoxied bottom. Topsides, mast refinished w/LPU. New wiring and cushions below. 9.9 o/b, new stove, compass, water and gas tanks. \$9,000. Call Paul (415) 847-6667 days or 426-2419 eves.

RAWSON 30. Roomy F/G Sloop built to last (1965). Suitable for liveaboard. Documented, battery charger, 3 jibs, refrigerator, F/G dinghy, 3 anchors, 400-ft of line, VHF/DS. A lot of fun for \$18,500. 221-4179.

NORSEA 27. Aft cabin cutter rig. 7 sails, 8 hp dsl, custom teak and ash interior, Shipmate stove, exterior LP paint, bronze fittings, excellent ground tackle. Proven coastal and offshore. In Vallejo. Asking \$34,900. Call (916) 448-2549 eves.

BUCCANEER 30S. 30-ft open ocean sloop. Indefatigable, Hawaii and back single-handed. Monitor windvane. Great liveaboard. Pay off \$26,000 or b/o. Vallejo Marina I-30. Dave L. (707) 646-2430 days.

BODEGA 30, 1976. Great full keel Bay boat for sailors on an affordable budget. Interior needs your TLC. 15 hp o/b. Berthed at South Beach in F-30. \$7,500 or b/o. Call Gary (408) 773-8530.

CAL 2-25, 1980. 2 cyl dsl, VHF, depth, knot, AM/FM. New halyards/reefing line led to cockpit w/ new fittings. New paint/polish 2/89. Eng serviced 2/89. Epoxy btm, h/c water, hd, sink, closet. Galley, sink, ice box, stove, storage. 2 batt & charger, 110V pwr. Dbl lifelines, anchor box, swim ladder. Slips 4. \$17,800. 459-4820.

THE EARTH TREMBLED AND A GREAT voice said unto me, "Sell one boat or leave Eden for evermore." A Perfect Tug: F/G, 1971, 22'x10'x3' Westerbeke dsl, marine head, galley, ice box, electronics, two bunks, fully equipped. \$22,500 or b/o. Int Folkboat: F/G, 1975, 26'x7.8'x4', Volvo dsl, all bells and whistles, even a wine rack. New main and jib, other sails in excellent condition. \$20,000 or b/o. L. Brant 752-7100.

OLSON 30. The best deal is at Tahoe! #52, double spreaders, extra mast, epoxy bottom, Honda/Volvo i/b. 65#, 7.5 hp, trailer, heavily rigged, VHF, Datamarine, C. Plath, fresh water only, too many sails. Eager - \$19,500. (916) 542-2340 eves.

YAMAHA 30, 80/81. Yanmar dsl, 3 sails, VHF, KM. \$31,000. 686-4576.

1984 CATALINA 30. Dsl, roller furling, cockpit cushions, dodger, full wood canvas, Autohelm, battery charger and more. New bottom paint, no blisters. Clean sharp boat. \$34,500. W: (408) 742-5539 or H: (415) 591-6576.

THIS SUMMER CRUISE Washington, British Columbia, even Alaska, then sail or truck her home. 1978 30-ft Fisher motorsailer ketch located in Seattle. A-1 condition, Volvo dsl, genoa furling, Espar heater, VHF, digital DS, KM. \$49,500. (415) 523-6730 or (206) 546-2166.

PEARSON 30-FT, 1978. 3 jibs, shore power, VHF, KM, depth indicator, wheel. Good condition. Regularly hauled and bottom painted. Berthed Oakland Embarcadero. Priced to sell at \$21,500. John (415) 797-3458.

26-FT CHEOY LEE. Excellent condition. Solid teak, copper riveted, Yanmar dsl, 2 sets sails. Berkeley berth. \$9,800 or b/o. Call John (415) 376-8370 eves.

1980 26-FT RANGER SAILBOAT with trailer. 4 hp o/b. \$4,900. Call (916) 920-4503 w or (916) 638-3778 h.

CLASSIC 30-FT TAHITI KETCH. Professionally built, surveyed and insured - dsl engine. Cruise the world or liveaboard. Must sell! \$17,000/offers. (415) 845-9149.

ARIEL 26-FT FULL KEEL F/G SLOOP. Good sails. VHF, knot, depth & more. Strong Bay class & association. Excellent condition. Recent survey. One of Pearson Yacht's best! \$6,900/offer. Motivated two boat owner. (415) 254-8338 before 10 p.m.

26-FT SLOOP. "Maitri". Thunderbird. Race/cruise, sleeps 4. Loads of equipment. Refinished spruce mast, 2 new coats bottom & topsides. Full cushions, o/b, etc., etc. Ready to bargain. Call eves (415) 327-1569.

NEWPORT 30 MKIII, 1981. Coyote Pt berth. 4 sails, VHF, KM, depth, WS/DR, Universal dsl, CNG, just hulled, exceptional. \$34,000 or b/o. Owner (415) 592-1857 or (415) 857-2091.

CLASSIC 30-FT oak and mahogany Danlsh built International Dragon Sloop. Absolutely beautiful. \$4,000. Call (415) 769-5273 days or 521-8120 nights.

NEWPORT 27S, 1973. Fully outfitted for single handing, ocean sailing. 3 sails, Horizon Ltd, G.E. worldwide monitor, wheel steering, full instrument panel, AP with windvane, sailing dinghy, on davits. Lots of extra gear. See to appreciate. \$18,600. Stockton (209) 948-1082 after 6.

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30-FT YANKEE ONE-DESIGN Sloop Herreshoff-Stone built. Mahog/oak. Excellent condition. Cockpit seats 6 on teak park benches, full complement of sails, roller furler jib, 3/4 cover. A racing classic that a real sailor can appreciate! \$14,000. (415) 949-4229 eves.

CORONADO 27-FT, 1971. Well maintained, many extras. Full EMS instruments, VHF, 3 perfect sails, stove, head, drapes, covered sail cloth cushions, 9.8 hp Mercury. Coyote Pt berth. Must sell. Asking \$12,000. Jack (415) 348-2229.

PETERSON 25-FT. "Pumpkin Eater." One time 1/4 ton champion. Major re-fit just completed, new everything. 10 bags of sails. Ready to race. \$16,000 or b/o. (415) 572-0704.

1974 ISLANDER 30 MKII. Very clean, good Bay or Coastal cruising boat. Loran, new dodger, sun awning, VHF, WD, WS, depth, heater, 3 burner stove/oven, Volvo dsl, wheel steering, stereo, much more equipment. *Must sell immediately.* (415) 672-7244.

CAL 25. New sail covers, recently hauled, 8 hp Evinrude, Sausalito berth. A great Bay boat. \$6,000 or b/o. Thea (707) 579-1393 or Stephanie (415) 665-6269.

OLSON 30. Original owner boat with eight bags of sails, Johnson 4 hp o/b, VHF, KM, compass, RDF, Barent winches, ground tackle and covers. *Very clean!* \$18,500 or b/o. (415) 523-4485.

CORONADO 25, 1967. Great Bay, family boat. Sleeps 5. Good condition. Rigged for Bay sailing. Keel-stepped mast, VHF, Johnson 9.9 hp o/b w/ cockpit controls, 2 jibs, 2 anchors, head. \$6,900 or b/o. Call owner (415) 681-9065.

CAL 2-27, 1976. Extra clean and well maintained. New standing rigging 7/88. New epoxy bottom 4/89. Hood roller furling spinnaker gear, Atomic 4, knot lot, depth, VHF, teak, interior, well equipped with lots of extras. \$17,500. John h: (415) 583-7599 or w: (415) 340-7477.

CATALINA 27, 1985. 90% jib, 120% genoa, pedestal steering, Universal 14 hp dsl, fresh water cooled. Datamaine depth, knotlog, digital marine radio, full galley, marine head w/macerator, dual batteries, many extras. Boat is immaculate w/only 150 hrs. \$22,500. (415) 672-0940.

HUNTER 31, 1986. Single hander and liveaboard. All lines aft. Hood roller furling/reefing. Main jiffy reef, lazy jacks, down haul, diesel, epoxied, shower heater, charger, refrigeration, stove, oven, anchors and chain. Book value \$42,000-\$46,000. Asking \$43,000/offer. 331-8901, 986-3079 msg.

MERIT 25. Excellent condition, very clean, lots of extras. Full North inventory, o/b motor and trailer. \$14,000 or trade plus cash for Express 27. Call Bill at (702) 588-2724 days or (916) 577-2525 eves.

CAL 25. Enclosed head, 3 sails, sleeps 4, spinnaker, Honda o/b, KM, compass, more. Desperate two boat owner needs to sell now. Consider trade for runabout or skiff. Asking \$4,500, make me an offer. Located Oakland. Call Mark at 763-0948.

DAWSON 26 KETCH. Center cockpit, wheel steering i/b engine gas, lift keel. Roller furling jib, DS, speed indicator, spinnaker, radio. The mast is easily lowered for trailoring - 2 anchors & line, life lines all around, all safety equipment & much more. Must see. 383-6172 days & eves.

ERICSON 27, 1976. Atomic 4, Richmond berth, 90, 120, 150, RDF, DS, KM, VHF, Electra-San, wheel, 8/88 2 coats epoxy and bottom paint, many extras. Excellent cruising boat. Great condition. \$18,750. Call (707) 539-5870.

CATALINA 25-FT, 1985 with trailer. 7.5 hp Honda, DS, KM, radio, AP, compass, like new condition. Never moored in water. Dinette cabin, all lines led aft, cockpit cushions, extras. \$16,800. (916) 966-9540.

ERICSON 27. One owner, excellent condition, very clean and well maintained. Large, comfortable interior for 5. Good value at \$16,500. Rick Hill, (415) 459-6454, eves or leave msg.

MERIT 25, 1986. MORC modification, 10 sails, VHF, speedo, DS, compasses, stereo, 5 hp o/b, head, cockpit cushions, custom Tandem axle trailer. Race or cruise ready with many extras. Lightly used and mostly dry-sailed. \$15,900. (415) 592-9088 eves or (415) 366-7951 days.

25-FT MERIT. \$14,200. Excellent condition, lake sailed. Outboard motor, trailer, KM, radio, 2 compasses, 11 sails (3 new '88), new LP bottom '89, many extras. (916) 243-4661.

LANCER 30 SLOOP, 1981. Good condition. Pedestal steering, KM, DS, VHF-FM radio, roller furling jib, i/b Yanmar dsl, Emeryville berth. We'll make a deal - We want to sell this boat. Call Mark at (408) 432-1940.

NEWPORT 30 MKIII, 1985. 3 sails, club jib, VHF, KM, compass, depth, wind speed/direction. Excellent Bay cruiser with extras. \$35,500/offer. By owner. (415) 941-1172.

26-FT S-2 SLOOP in very clean condition. 1975 center cockpit, full keel, dsl. power. Comfortable, strong sailer with 30-ft S.F. (Marina Green) berth. 6'1" hdm, aft cabin, North sails, wheel steering, good tackle. Any reasonable offer over \$18,000. Call Phil 564-3425 (am or msg).

30-FT EARLY 20th CENTURY English Naval Cutter. Rows twelve men, needs extensive restoration. \$1,000 or b/o. Call (415) 495-0869 eves.

ERICSON 27, 1972. Nicely equipped, infrequently used. Berthed at Richmond Yacht Club. \$17,000. (415) 689-5192.

ERICSON 27, 1972. Atomic 4, furling jib, VHF, depth, knot, stereo, cockpit cushions, ladders, shore power and many more accessories. Very clean, well maintained yacht. Asking \$16,500, incl Coyote Pt. berth. 592-5747.

CLARK 26. Classic wood sloop. Full keel, sturdy, sure footed Bay/Coastal cruiser. Atomic 4, ice box, sink, club foot jib, spinnaker, new double reef main, teak decks & house. Beautiful lines, graceful sailor. Sausalito berth. \$5,000. (415) 386-6808.

CATALINA 30, 1983. Like new, Stockton Sailing Club. Camber spar jib plus 110, 150, main. VHF, stereo, h/w pressure water. Cockpit cushions, 3 blade prop. \$29,950. (209) 478-8178 after 6:00.

EXPRESS 27. One of the top 3 boats in the fleet. Totally race ready. North sails, Sailcomp computer compass, VHF radio, Signet speedo, varnished teak trim. Beautiful all white hull. Very fast! Asking \$25,000. Call Mik Beatie (415) 924-1699.

STONE HORSE by Edey & Duff. 1977 cutter, excellent condition, documented, Sausalito berth. \$20,000 or b/o. (415) 431-6083.

ERICSON 29. Very clean Bay/Delta/Coastal cruiser/liveaboard. Shore power, 110 refrigeration, hot water. VHF, DS, KM, AM/FM. Bow/stern anchors. Blue Acralan covers/dodger. Custom woodwork. All lines led aft. Very roomy, sleeps 4-6. \$17,777 (negotiable). (415) 332-0218.

EXPRESS 27, 1984. Trailer, o/b, 2 mains, 2 chutes, 4 jibs. \$25,000. (408) 423-5893.

CHEOY LEE BERMUDA 30 KETCH. 1964 classic in bristol condition and ready to go. Like new F/G hull (no blisters ever). Teak decks, cabin house & interior - All beautifully maintained. Edson wheel steering, new Hugin working sails & sail covers. Sobstad cruising spinnaker, 6 sails in all with new running rigging. Universal Atomic 4 in excellent condition. Many, many extras. Located Alameda Marina. Transferring to East Coast. \$24,000. Call owner at (415) 256-4196.

EXPRESS 27 "Graeagle". Many custom details. Must see to appreciate. 2 sets of sails, Tandem trailer. \$25,000. Eves (916) 389-2110.

CAL 29. "Hot Sheet". Prime S.F. berth. Winner Seaweed Soup trophy. Rigged for racing. 2 spinnakers, 5+ headsails. All lines led aft for easy daysailing. Active one design class. Competitive 180 PHRF. Motivated seller. \$22,500. Call Tom Caylor at (415) 346-5099.

RENEGADE 25-FT. Classic wood cruiser built by Don Voley Pacific Boat Works, 1949. Restored A-1 condition. New engine, fuel tanks, marine head, etc. See to appreciate at Channel Marina, Richmond, next to Cal Coast Marine. \$10,000. Phone 234-8934, leave msg.

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30-FT WILLARD VEGAMOTORSAILER. Double-ender, Perkins 4-107 dsl. Excellent condition. Dry stored 3 yrs. \$27,985 firm. 1-800-551-1199 days, 1-916-791-0362 eves.

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ERICSON 27. Diesel i/b, deluxe teak, new canvas & epoxy bottom, North sails, very clean. \$20,000. (415) 422-8253 days, ask for Jim Morse.

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ALBIN VEGA 27-FT, 1974. F/G Swedish sloop. Excellent condition. Tough ocean pocket cruiser. Molded semi-full keel. Volvo dsl, windvane, feathering adj. pitch prop, genoa, 3 jibs + cruise spinnaker. Possible owner finance. Sheldon (415) 581-0766.

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ISLANDER 28, 1978. Wheel, 4 cyl. gas. Excellent condition, teak interior, Emeryville berth. Priced to sell at \$23,900. (415) 654-3992.

BABA 30, 1985. Robert Perry design. Tashing quality. Full keel cutter/sloop. Quality equipped, she's perfect, lightly used. Two boat owner needs to sell. One time offer of \$69,000 firm. A steal with replacement of six figures. Call (415) 331-1281.

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H-28. All teak. Sacrifice sale - two boat owner. (415) 381-0334 days, (415) 237-3771 eves.

1981 CATALINA 30. Good looks - good equipment. Wheel, VHF, stereo, h/c pressure water, etc. Great value at \$23,500. Call (408) 225-2712.

CATALINA 27-FT, 1971. Exc cond. Roller furling w/130% sail, radio telephone, Datamarine DF, head, dinette, new cushions, carpeting on sole, sail cover, anchors, etc. Outboard, 1984 Evinrude, 15 hp electric start w/generator, charger. \$90 Marina berth. \$8,500 or b/o. (415) 453-1843.

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ALBIN VEGA 27. Full keel Swedish pocket cruiser. Great Bay boat. Sister ship to the Mahina, the boat John Neal used on the first milk run. 12 hp Albin 2 cyl i/b, full-feathering propeller, VHF marine radio, DS, compass, KM, Autohelm, stereo, dodger, weathercloths, Delta awning, spinnaker, 2 mainsails, genoa, 2 working jibs, 2 storm jibs, 2 anchors, 4 fenders etc. New standing rigging, recent survey. One owner, excellent condition. Can be seen at Coyote Point. \$19,950 or b/o. (415) 965-0167.

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ISLANDER 28. I have moved from the Bay and must sell my boat that I bought new in '77. Clean and in good shape, bottom redone, strong Atomic 4 gas, Datamarine instruments, no comm. I am very motivated to sell, will take best offer. Bruce days (209) 668-3702, eves (209) 668-2806.

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CATALINA 25, 1979. Very clean, fixed keel, pop-top & cover, sleeps 5, VHF, DS, compass, main, 110%, 150%, spinnaker + gear, 2 spd winches, Honda 7.5 hp o/b, lots of extras. Must sell due to illness. Asking \$11,900 or b/o. (707) 252-1287.

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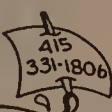
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15-FT CATAMARAN SEASPRAY. Complete set sails. Excellent condition. Fun Bay sailing. \$650. 332-8501.

30-FT PIVER TRIMARAN at free safe liveaboard mooring on Oahu, Beautiful top shape, fully equipped, South Pacific veteran ready to go again. Roomy, comfortable liveaboard with many extras. Only \$12,950. Box 89013, Honolulu, HI 96830, (808) 235-8056.

31-FT HERRESHOFF CAT KETCH, 1982. Self-tending, wishbone boom, dsl, VHF radio, DS, wind speed/direction, Loran, speedometer/log, anchor winch, AP, Avon, fully galley, 6'1" hdrm, sleeps 5. Must see. Good value. \$40,000 or b/o. (714) 722-6511.

30-FT CRUISING TRIMARAN. Sailmaster with electric start, ADF, RDF, SW, VHF, solar panels, AP, masthead running, anchor lights, spreader lights, 5 winches, kick-up rudder, built for single-handing. \$9,500. Leave message - Glen (619) 222-1186.

SEARUNNER 31. "Chartreuse". Probably the best built trimaran of the West Coast. Many extras. \$29,500. Serious inquires call Scott (415) 726-2282.

35-FT TRIMARAN, cruise vet, fin keel, 5 sails, 15 hp Evinrude in well, AP, VHF, RDF, new instruments, (2) 25# CQR, 1 amp solar panel and more. \$30,000. (415) 522-8285.

OSTAR '84 WINNER! 1988 54-ft Trimaran. Sister-ship to "Umupro-Jardin", winner and record holder of the single-handed TransAtlantic race. Designed by the European Phil Morrison. Sophisticated racing machine. Lying in Spain. Photos and info available. (415) 368-7018.

31-FT SEARUNNER TRIMARAN. 3 hulls only with complete set of plans, \$2,900. Call Gene at (408) 263-7633.

POWER & HOUSEBOATS

37-FT ROUGHWATER Alt Cabin Trawler - F/G, dsl, Monk design, slps 6, h/c pressure water, shower, fridge, freezer, two heads, inflatable. Exc condition. Great Sea boat & liveaboard. Health forces sale. \$44,500. Call (415) 365-5982.

19-FT CENTURY HARBOR LAUNCH. 30 hp, Atomic 4, new cushions & canvas. Great for those summer days & the Delta. Asking \$2,000 but let's talk! Call Norm (415) 236-5136 or 588-1903 nites/wknds.

BAYLINER 26-FT SHOAL DRAFT, 1978. 15 hp Johnson, main and jib, new batteries, two tanks, full shower, porta-potti, 30 gal fresh water pressure system, EZ Loader trailer, surge brakes. VHF and CB. Never in salt water. \$12,500. Call (702) 677-8989.

HOUSEBOAT FOR SALE. Quiet, sunny, charming, legal liveaboard in Alameda. Full kitchen and bath. Delightful wood-paneled living room with large window, fireplace. Laundry facilities in harbor. \$34,000 or b/o. Call Linda or John at 346-7805.

PARTNERSHIPS

WAIT! Don't buy a boat that is painfully slow and ugly. Consider instead the ultimate Bay and Delta fun machine - Our Santa Cruz built Soverel 33. Currently berthed in Alameda, she has all Harken rigging, dual barbees and everything else you need for serious fun. \$5,000 down and \$215 a month for 1/5 interest. Call John at (415) 428-2688.

CAL 31. \$190 per month buys 1/5 equity in 5 yrs. All exp. incl Alameda berth. For more info call Mike or Loma at 865-5147.

TIME SHARE BEAUTIFUL ISLANDER 32. 7 days sailing per month only \$275. No maintenance responsibilities. Alameda berth. Very well equipped/maintained including furling jib, new main, wheel, dsl, DS, WP/WS, VHF, gas stove, much more. Comfortable attractive Bay/Delta cruising. (408) 446-5297.

INTERESTED IN FORMING A PARTNERSHIP to purchase a Catalina 42. The boat would be docked at Pier 39 and each partner would receive one week a month usage. Only interested in experienced Bay sailors of good disposition and excellent credit ratings. Call Ted at (702) 322-4100.

CATALINA 30. Fun-loving and responsible persons wanted to purchase a 1/4 or 1/3 share in well-maintained and fully-equipped 1984 model. Alameda berth. Approx buy-in \$2,500/share and monthly cost \$150. Call Tom at (415) 345-6147.

HUNTER 37. 1.4 share avail for responsible person. Well equipped. Radar, dodger, dsl, AP, roller furling, dinghy with 8 hp motor, shower. Great way to own and have fun on Bay. \$4,200 buys 1.4 share. \$300/mo inc ins, slip/boat payment. Tiburon berth. Bruce, work: 543-8666; home: 435-5626.

NEWPORT 30. Sausalito berth. New sails, full equip, sleeps 5. Sail 1 week a month - 1/4 share. (408) 245-2430 leave msg.

TIME SHARE OR PART OWN a 36-ft cruising cutter. Bernard 232-1200 days or 454-6703 eves.

TIME SHARE OR PARTNERSHIP. 39-ft wooden sloop for Bay sailing. No luxury, but great sailing. Call John (415) 235-1073 eves.

ERICSON 32/GAS HOUSE COVE. 1/4 partnership, \$6,000. Call for details. (415) 939-7607.

CHARTER 1/2 INTEREST in "Camille" for spring and summer racing or pleasure and go to Catalina on July 4th. Cost is 1/2 current expenses including loan payments. *Camille* is a 42-ft cold-molded wood boat. Excellent PHRF racing boat, particularly offshore, will plane downwind & stable with spinnaker. Placed second in OHDA '88 Spring Series, did not race Fall Series. Clean survey April '88, to HI & back Summer '88. Good new sail inventory (14 sails, 7 less than year old), new dsl engine, entire stand rigging less than 2 yrs old, all new wiring & electronics, Loran, SatNav, SSB, weatherfax, digital sail compass, etc. Berth in Sausalito. Call Bill Permar at (415) 331-7335.

TRADE

GENERAL CONTRACTOR OR CABINET-MAKER - Trade my 1978 Catalina 27 for your services on residence remodel in Marin. Boat in bristol condition. Value \$13,900. Tom 898-1577. *Professionals only.*

SANTANA 35, Race ready. Full inventory - Radio, Loran, full inst. Value \$45,000. Trade for Knarr or I/C plus cash. Also consider real estate or? Call 435-2085 (h) or 454-9600 (w). Seller will finance.

25-ft

25 X 8 Approx. Hull only - wood. Solidly built. Excellent for workboat or fishingboat (Sport). Includes shaft, stuffing box and prop. \$8,500 or b/o
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30-ft and 40-ft berths available - \$4.25 ft.
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Boaters - Dry Storage Available
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Marine Power Cord - Model 305KL, 8 cyl. Gasoline. Brand new, never used. Left hand rotating, freshwater cooled.
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CLASSIC DESIGN 20-FT SAILBOAT

Hull, deck and cabin only. Inside unfinished and stripped down for restoration. Some fittings available. Includes four wheel trailer in good condition.
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CREW

CREW AVAILABLE - Would like to sail around the world, but don't have a boat. Have lots of Bay sailing experience. Willing to share expenses. If you are going my way, in whole or in part, please call Karen (415) 845-5866.

BOAT OWNER in mid 40's, is seeking a lifetime mate who is attractive, 30-45, with sailing experience. Must live in East Bay. Send letter and picture to: Pete Rummel, 5247 Pebble Glen Dr., Concord, CA 94521. Will respond.

TRANSPAC DELIVERY CREW AVAILABLE. '87 TransPac experience. Sean, 4243 E. Campbell, Phoenix, AZ 85018.

SEEKING EXPERIENCED, CONGENIAL CREW for Hawaii-S.F. voyage aboard well found, well equipped 39-ft cutter. Departs approx 15 Aug. Reply by mail: 1940 Grove #4, San Francisco, CA 94117.

YOUNG (17 YR., MALE) Italian sailor seeks room and board (liveaboard OK) in exchange for boat work and crewing (racing experience). July-August 1989. Attends Berkeley language school AM, available PM and wknds. Call (415) 525-0937 for info.

CREW AVAILABLE. Experienced, very strong, capable and cooperative crew member. Sailed 10 years on Chesapeake Bay and some Atlantic Seaboard. Mostly cruising, and some racing. Was owner of 25-ft for 5 yrs. Available to sail 7 days a week. Seeks fun cruising and/or racing. Also strong male novice available - Eager to learn. (415) 389-1111.

ENGLISHMAN (25) looking to gain sailing experience en route to Australia. Any Pacific destination will do! June/July time. Ex-Royal Navy. Can contribute to expenses. Contact Mick (415) 771-7277.

"SAILORESS", DWF, tall, slim, 52 looking for intelligent, experienced sailor to help me learn more about sailing the Bay on my own 16-ft Balboa fixed keel/mini-cruiser. Open to sailing on your boat occasionally. Jan (415) 532-6105 Oakland.

BERTHS/SLIPS

PIER 39 (SAN FRANCISCO) SLIP, 36-ft, for sale. Excellent location. Call Doug Gooding days at (415) 397-6700.~

FOR LEASE OR SALE at Emery Cove Marina. 35-ft berth. Good upwind location, close to entry gate. \$175/month. (415) 593-0218.

50-FT SLIP AT PIER 39. Choice location in East Marina. Good rental history. 46 years remaining on lease. \$53,000. (408) 247-9324.

FOR RENT - 33-ft and 40-ft slips. San Francisco Muni Harbor (West). Double fingered, secured parking. Good for sail or power. June, July, Aug, Sept - \$190 per month. (415) 863-1131 wkdays (415) 587-7007.

FOR SALE OR TRADE - 2 side by side 36'x13' boat slips at prestigious Pier 39 (D-48, D-50). \$36,000 or b/o or trade for R.E., etc. Bring all offers. Lisa Munson 883-2919 or Mike Bernardi 454-7696.

36-FT SLIP FOR SALE at Pier 39. Great location, many amenities, parking. 45 year lease. \$25,000 or b/o. 981-2848.~

MISCELLANEOUS

CLUB NAUTIQUE single life membership includes lessons, charter discounts, social, free training boats. Moving away makes it a bargain: A \$2,450 value for only \$1,750!! Write: M. Lester, 10044 Adams, Suite #340, Huntington Beach, CA 92646 or call (714) 673-8563.~

TRAILER FOR NOR'SEA 27. Located in Bay Area. Priced right. Call (619) 757-5273.

AUTOHELM 6000. Deluxe Linear Drive Unit Type 2 (2029). Never used. Retail \$1,995, sell \$1,400. Call (408) 724-8188.

LOST AT KAPPAS MARINA on Thursday, March 30th - One reversible leather belt. Sentimental gift. Reward 831-9762 or 883-0675.

1976 MAST in good shape; Martec folding prop; SS shaft; complete set of Bruce Roberts plans for 53-ft steel hull boat. Call (415) 672-7244.

SAIL THE DREAM. Active and/or limited partners sought for 114-ft topsail schooner. Currently in active sail charter business. U.S. built 1984, USCG cert for 83 passengers. Serious only \$10,000 minimum. Call (415) 222-7918 for more info.

TRADITIONAL SPRUCE MAST, 29-FT. Excellent condition, stainless hardware, spreader, internal wiring, external track 3 1/2 sq base. \$500 or b/o. Call Brigitte or Steve 653-6533.

26-FT CHEOY LEE. Teak hull, plywood decks/house. 3 sails, rigging, no mast. \$700. 5 hp Stuart gas i/b, \$100. 10 hp Kermath gas i/b, \$100. 20 hp rebuilt Atomic 4, \$800. 366-7659 eves.

SAILBOAT TRAILERS. New, used, custom built. 3,000 lb-18,000 lb. Singles, tandem, triples. 1-800-535-2882.~

USED GEAR

COOK SAFELY - CNG. Complete system incl Gas Systems 3 burner stove w/oven. 2 tanks, hoses, regulators & fittings. Used but in bristol condition and less than 50% replacement cost. \$550. Jim 435-9341 or 332-9200.

7 1/2 HP HONDA OUTBOARD. New in 1988. Less than 100 hrs. \$900/offer. 726-9263.

SEA 209. 12v single side band transceiver with internal antenna tuner. Is programmed for West Coast frequencies from 2-8 MK2. Used approx 2 hrs \$725 firm. (415) 331-7404, leave msg.

18 HP ISM (PERKINS) 2 CYL DSL. Marine conversion. Needs transmission and adaptor. Approx 100 hours. \$600. 12x36" Metal Lathe. Tooling. \$2,800. (408) 262-6266.

CNG TANK, 50 amp Motorolaa alternator, 3 Meisner winches (2-10's, 1-25), Pineapple 130% 8 oz genoa - 49 ft luff, Pineapple tri-radial spinnaker 1.5 oz from Ericson 38, spinnaker pole from E-38. All in excellent condition! (415) 523-3433 after 6.

WHY NOT BE COMFORTABLE this season? Buy my new, deluxe Venture 24 cockpit cushions. Only \$125. These are huge and would probably fit other boats. Also pop-top skirt for Venture 222, \$50. (415) 522-6046.

BRONZE DBL ACTION ANCHOR WINDLASS in excellent condition with 300-ft 3/8 chain and 60 lb Danforth style anchor \$750. (415) 332-3522.

LOTS OF STUFF; Weatherfax, Alden TR1, new, \$2,000. Outboard Yamaha 25 hp, runs super, 1986, \$1,000. NC77 navigation computer, \$200. ICOM M5 VHF, \$200. Diesel/holding bladders, \$75/ea. Watermaker, manual R.O. unit, new, \$800. B.A. charts, Australia, Indonesia, Asia, new, \$10 ea. B.A. pilot books, \$20 ea. Henry Lloyd float coat, medium, \$150. Complete first aid kit, \$250. Boat building supplies: F/G, loads of West System stuff, etc. 1-800-284-2337 ext 1993.

HILLERANGE STAINLESS 3 burner kerosene stove with oven, needs tank, \$135. SITEX 787C Loran, \$300. Ray Jefferson depthsounders, one records on paper, the other is neon lite type, with transducer, \$200 for both. Removable FM cassette, Craig, \$50. Call Mark at 763-0948.

JIB FURLING SYSTEMS - Farnet reefurl, 3/16" - 9/32" headstay diameter; two systems, new condition, never installed. 40-ft luff length, \$600. 50-ft luff length, \$650. Call Gene at (408) 263-7633.

USED SAILS: Storm tri-radial, 56'x29'; 1.5 oz nylon tri-radial spinnaker 54'x32'; genoa 49.5'x21.25'; 8 oz; jib 35.25'x11, 6.5 oz; jib 34.5'x11.5, 6 oz; genoa 36'x15, 6.5 oz; genoa 35.5'x17.25, 5 oz; genoa 35.5'x17.25, 6 oz; main 29.75'x9.5, 5.75 oz; main 29.75'x9.5, 6.5 oz; spinnaker 35.75'x20.5, 1.23 nylon; spinnaker 36.5'x21, .75 nylon. Call days (415) 523-4388.

4 HP LONGSHAFT. Yacht Twin 2 cyl, probable 30 hrs & flushed each time with fresh water. Best offer. Call Walt at 682-7777.

ONAN MARINE DSL GENERATOR. 7.5 KVA, 500 hrs. \$2,000. Raytheon 1200 radar w/stainless mast bracket, \$800. 332-3721.

NON-PROFIT

GAY BOATING CLUB. The Barbary Coast Boating Club for gays, lesbians and friends is having fun on the Bay and Delta waters. For membership information call: (415) 255-1049 or (415) 865-6671.

WANTED

SAILBOAT TRAILER. Trailrite trailer for a Moore 24. In good condition. Call (415) 947-1970.

"SLEEPABOARD" sought by East Bay Bank Exec/Sailor who wishes to limit his commute. Let me stay over and maintain your boat during the week and you sail on the weekends. I pay your slip rental plus large security deposit. Call Joe at (707) 255-6353 hm or (415) 446-4492 wk.

SAILBOAT TRAILER. EZ Loader style roller trailer for Olson 30 model 8TSR6-5300. Cash for leads. Call Dean Daniel at (208) 336-6733.

EXPERIENCED SAILOR sought to lease my Islander 36 plus dinghy for 1 year. Berthed in Redwood City but will relocate if desired. Owner leaving country. Call (415) 851-1296 or (415) 366-4555.

TRAILER FOR CAL 20. Must be in good condition. Leave message for Mark at (415) 355-3577.

VIGIL SATNAV (or equiv). Radar detector (Watchman). CNG tank. Force 10 heater or equiv. Call Jack days (415) 791-8616 or eves (415) 582-1519.

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Expert quality wood care. Varnish. Refinishing. Decks. Compound. Wax. Painting. Caulking. Cleaning. Lettering. Repairs. Maintenance Programs. Serving the Bay Area 14 years. References. Fast, Reasonable, Work Guaranteed. (415) 454-3441.

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35-FT TO 55-FT SLIPS

are now available in one of San Diego Bay's finest marina facilities. Contact Scott at (619) 691-1860 for more information. *Cruising South?* Ask about our special rates for cruisers!

SANTA BARBARA CHANNEL ISLANDS

California's Galapagos. Experience this exceptional cruising area. Intimate local knowledge. Fast, comfortable Santana 37. Excellent sails, reliable dsl, interesting library, good music, food and company. Brochure - Capt. Peter Crane, ASA Instructor, 1817 De La Vina, Santa Barbara, CA 93101 (805) 569-0403

A PROUT OR SIMILAR bridge-deck catamaran, 35-ft or less, larger considered if price is right. Condition, size, completeness less important than price. (206) 324-5912 or write: M.E.D., P.O. Box 45115, Seattle, WA 98145.

LIVEABOARD. 45-ft or over sought by non-smoking, non-drinking, s/w male. Will provide security, maintain boat and pay reasonable rent in exchange for liveboard privileges. Experienced, responsible, neat in appearance. Can live ashore when necessary. S.F., Marin pref. 563-5397.

FATTY KNEES SAILING/ROWING DINGHY. Call (415) 846-1112 or Lou, 771 Mirador Ct., Pleasanton, CA 94566.

TRAILER FOR CATALINA 25 with swing keel. Want Tandem axle and surge brakes. Call evenings (209) 883-2679.

USED MONITOR OR ARIES self-steering vane. Write: Ted Weston, P.O. Box 284, Alameda, CA 94501 or call (415) 522-8416.

CHARTS OF S.E. ALASKA and Canada wanted. Will sell or trade charts of Mexico to Panama, South Pacific, N.Z., Australia. Jan Buckowski, P.O. Box 2852, Petaluma, CA 94953-2852.

BUSINESS OPPORTUNITIES

SAILORS, SUPPORT YOUR HABIT - Unique nautical business opportunity. Charter/bed & breakfast business aboard traditional 60-ft motor-sailor. National reputation. Well established in Washington's San Juan Islands. Asking \$185,000. Write: P.O. Box 1212, Friday Harbor, WA, 98250 or call (206) 378-5661 eves.

JOB OPPORTUNITIES

REPAIR PERSON. 210 slip, Alameda-based yacht club needs a person to do dock repairs and maintenance. Mostly part-time, could be worked around a second job. Light plumbing, electrical, painting and carpentry skills required. For interview call 522-6868.

WANTED - EXPERIENCE BOAT YARD Personnel. Salary commensurate with experience. Call 626-3275.

HELP WANTED. If you, or someone you know, have a great attitude and love to work with people, West Marine Products needs your help! We need cashiers and helpers - full-time and part-time, flexible hours. Great work environment, pay and benefits. Contact your local store or call (408) 728-2700 and ask for Human Resources.

LANDFALL MARINE SUPPLIES. Sales help and cashier for marine chandlery. New location - 210 Harbor Drive, Sausalito - Or call them at (415) 331-2806.

TOO LATE TO CLASSIFY

INGRID 38 BLUE WATER KETCH, 1977. Cruise/liveboard. Aries vane, AP, Loran, good electronics, ground tackle, dinghy w/Seagull, much more. Beautiful teak interior. Refrig/freezer, fireplace, new cushions. Very strong F/G hull (no blisters). Valued at \$120,000. Quick sale \$68,500. Eves (408) 251-2856.

RANGER 33-FT, 1977. 4 sails, KS, WS, WD, depth. Clean, fast & fun. \$28,000. (707) 838-7696.

1985 WEST WIGHT POTTER, 15-FT. #1582. (2) main, (2) jib, (1) genoa, (1) spinnaker, (2) Danforth, (1) porta-potti, (3) lifejackets. 2 hp Suzuki, tilt trailer. Used in fresh water only. Moving up, to bigger boat. \$3,000 firm. (702) 246-0969.

ETCHELLS 22. Ready to race. Winning history. Latest sails, trailer, many extras. \$10,900 cash or owner will finance with \$3,950 down \$200/month. Call (415) 548-4159 or (415) 547-0685.

41 OVERSEAS KETCH, 1975. F/G Garden design, new interior, refinished exterior, LPU topsides fresh varnish and decks. Perkins 4-108 40 hp dsl. Staysail rig with clubfoot jib. Three headsails (drifter, genoa & jib), main and mizzen. Two anchors, chain and windlass. VHF, knot/log & sounder. New cushions, dsl heater and elect system, h/c press water, shower, LPG stove, stereo/tape. Asking \$65,000. Must sell, own two boats. Days: (415) 627-9898 or eves: (415) 435-4037. See at Pier 39 slip A17.

RANGER 23. Great Bay boat, Sausalito berth. Race ready. Outboard, VHF, new spinnaker. R-23 is a remarkable Gary Mull designed boat backed by an active class association. \$10,000. Call Wally eves: 454-7316 or days: 641-4848.

1974 ERICSON 27-FT. Good condition, must sell. \$12,000 or b/o. Call Dominick (415) 641-5106.

ISLANDER BAHAMA 24-FT, 1965. \$7,000. Good condition. All new standing rigging, 6 hp Johnson, anchor, compass, VHF. Freshwater system, alcohol stove, 2 jibs & spinnaker. Call Deborah (408) 479-4540.

FLICKA. Reinforced North Star hull. Heavy duty deck hardware and rigging. Custom built with lots of comfort. Perfect for family or singlehand. \$15,900. (805) 995-2490.

OLSON 30-FT. Must sell "Francis Who?" \$20,950, twice winner of Singlehanded Transpac, to make room for our new Newland 368 "Francis Who? Two". Call Frank Dinsmore (916) 962-3669 work or (916) 961-5944 home.

UNION 36. Strong, beautiful 1984 cutter with teak decks and interior. Inventory includes Loran, EPIRB, VHF, stereo, cruising headsail, windlass, knot speed, depth and more. Excellent condition. Sails and handles well. \$67,900 or trade equity for 25-28-ft sailboat. (707) 746-6770.

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1984 LANCER 28. Fantastic condition, like new. Less than 60 hours usage. Moving sale. Fully equipped, many extras. Call (415) 490-8965, msg machine.

UNIQUE, ELEGANT TEAK DECKED HANS CHRISTIAN 45

A remarkable vessel for bluewater sailing and liveboard comfort.

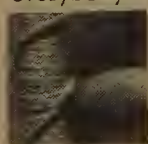
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Two bright and airy staterooms complete a full suite of living quarters that are efficient and beautifully appointed. Hand crafted wood details add the rich luster of yesteryear. Enjoy this gracious living during your cruising adventures on inland waters or the high seas. Fully commissioned, ready to sail, \$150,000

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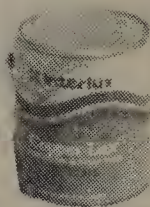


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Extends to 8-ft from compact base. Made of 1 inch anodized aluminum with cast aluminum head. Locks at any length. Gorelick Model 55170.

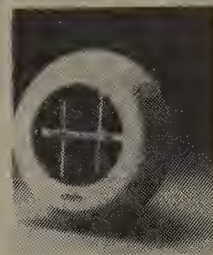
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With Heat Exchanger

6 gal \$285.00
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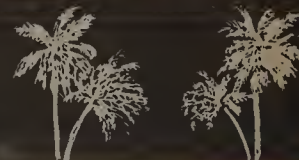
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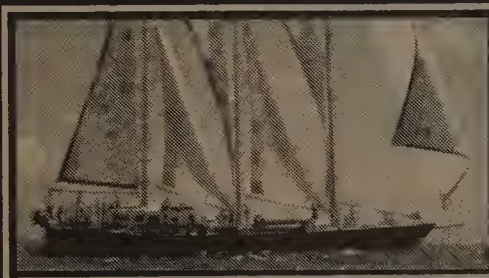
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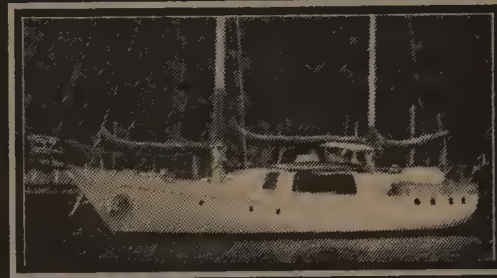
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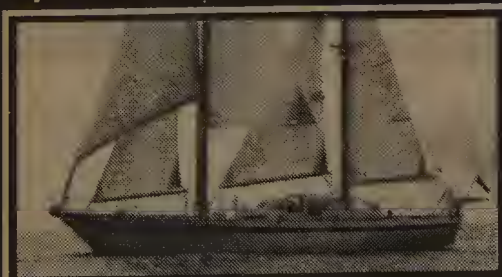
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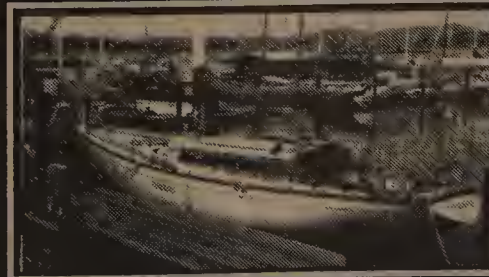
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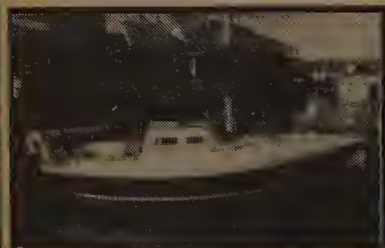
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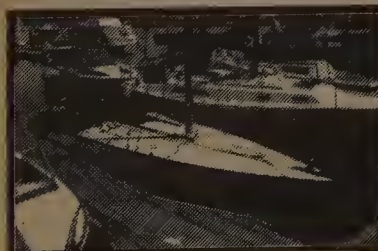
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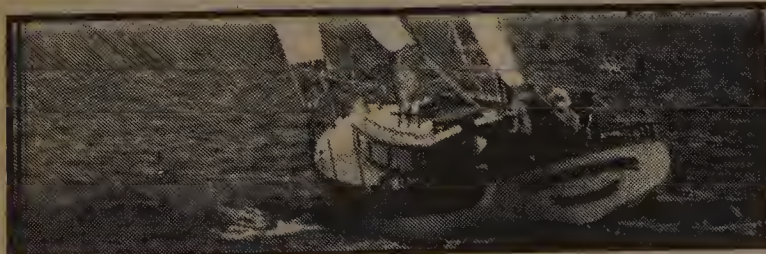
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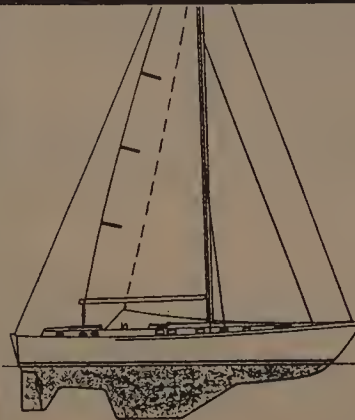
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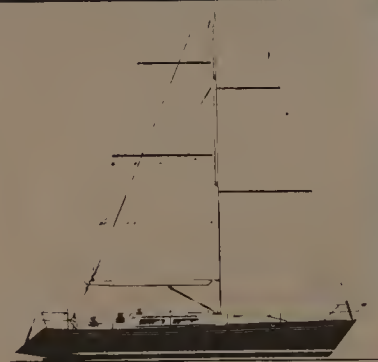
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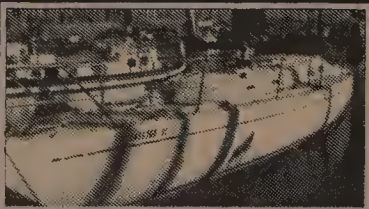
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29' Bristol	1967	17,500.00
29' Cal 2-29	1975	25,500.00
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31' Mariner Ketch	1969	24,500.00
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37' Islander Pilothouse M/S	1970	57,000.00
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38' Bristol 38 Sloop	1968	40,000.00
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• 36' SCYLLA CC	68,000
• 36' PEARSON 365	60,000

• 37' GULFSTAR	70,000
• 38' ERICSON	79,000
• 38' ERICSON 381	89,000
• 38' FINNCLIPPER MS	69,250
• 39' CAVALIER	56,000
• 40' ENDEAVOUR	99,500
• 40' CHALLENGER	78,000
• 41' ISLANDER FREEPORT KCH	90,000
• 44' LANCER MS	135,000
• 45' JEANNEAU	175,000
• 46' SEA STAR 46/PH	150,000
• 47' PERRY	139,000

POWER BOATS

• 27' BOSTON WHALER, 2 frm	67,500
• 31' CHRIS CRAFT	49,000

• 32' BAYLINER	42,900
• 32' EAGLE PH	63,500
• 34' FIBERFORM	69,900
• 34' HUNTER SEDAN	19,500
• 34' TOLLY CRAFT	74,500
• 35' CHRIS CRAFT	98,900
• 43' HATTERAS	179,950
• 44' GULFSTAR	168,000
• 45' BAYLINER	195,000
• 48' PACEMAKER	120,000
• 49' ALBIN	165,000
• 56' PILOT HOUSE SEDAN	149,000
• 57' CHRIS CRAFT	169,000

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41' NEWPORT, 3 from	60,000
44' DAVIDSON	95,000
44' PETERSON	110,000
44' CT 44 CUTTER	115,000
45' LANCER	125,000
45' PORPOISE KETCH	80,000
47' S&S CUSTOM SLOOP	59,500
47' S&S CUSTOM SLOOP	140,000
48' PILOT HOUSE KETCH	250,000
35' HINCKLEY	34,500
35' SANTANA	55,000
36' ISLANDER FREEPORT	69,000
36' CS SLOOP	72,500
36' PEARSON 36	44,000
36' YAMAHA	72,500
37' TARTAN	64,900
38' FARALLONE CLIPPER, 2 from	35,000
38' FARR	61,500
39' FREYA	79,500
25' NORTHSTAR 500	15,000
28' LASER	34,500
29' CAL	24,500
30' CARTER	33,000
30' IRWIN CITATION	28,900
30' CAL 9.2'	26,500
30' ERICSON	53,900
31' CHEOY LEE	29,000
33' TARTAN TEN	24,000
34' PETERSON	34,000

* SAN FRANCISCO BERTH INCLUDED



NORDIC 44 CUSTOM Outstanding inventory with quality construction. Reasonably priced.



OLYMPIC 47 Incredible opportunity! Call us immediately for the details.



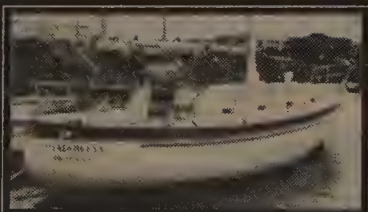
CHEOY LEE 40 Well equipped and maintained. Two available from \$54,500.



ISLANDER 36 Popular Bay boat. 3 available from \$42,500.



HUNTER 37 Many custom features. Superb condition. Asking \$59,000.



VALIANT 32 To be sold at auction. Call us for the details.



GULFMARINE 40 Owner says sell! Excellent liveaboard. Asking only \$59,000.



FREEPORT 41 BANK REPOSSESSION. In excellent condition. Make us your offer.



SWAN 39 RARE BANK REPOSSESSION — Make us an offer. At our docks.



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1978 — Excellent condition, loads of equipment.
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24' CAL 2-24 1968. A giveaway at	\$3,900
24' LAPWORTH 1960. Classic Plastic. <i>Just Reduced!!</i>	Owner Anxious
26' AMERICAN 1975. Great first boat	\$6,000/best offer
27' NEWPORT'S — Two to choose from!	\$10,500
28' TARTAN 1986. Top of the line	\$48,000
29' GULF 1985. Two station steering	\$35,000
30' CATALINA 1983. Diesel	\$34,700
32' COLUMBIA 1975	Owner Asking For Offers!
32' WESTSAIL 1971. Veteran cruiser	\$55,000
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30' MORGAN MIL. Epoxy bottom, 9 bags sails. Asking \$22,900.

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43' AMPHITRITE	OFFERS
42' YORKTOWN, VERY NICE, DIESEL	\$38,000
40' SWIFT, 1979 VERY SPECIAL!	\$110,000
40' CHEOY LEE, '66	\$54,500
38' MORGAN, 1985, (2) CRUISING EQUIPT	MUST SELL/MAKE OFFER
38' CATALINA, 1984	\$59,500
37' TAYANA CUTTER, 1977	\$72,000
37' AMPHORA, WAUQUIEZ CRUISING KETCH, '76	INQUIRE
37' O'DAY CNTR COCKPIT, 1979 (2 TO CHOOSE) FROM	\$53,000
37' RANGER, 1973	\$47,000
36' CS, 1981	\$74,500
34' ISLANDER, 1975	INQUIRE
33' COLUMBIA, DIESEL, AUTOPILOT AND MUCH MORE!	\$29,000
32' C&C, 1980 (REDUCED)	\$39,500
32' LARSEN, DANISH WOOD SLOOP, DSL ENG	\$29,000
31' CAPE GEORGE CUTTER, 1985	\$85,000
31' DUFOUR 3800, FRERS DESIGN	ASKING \$45,000
30' YANKEE MKII, 1972	ASKING \$27,000
29' DUTCH SLOOP, 1932. NICE BOAT / EAGER OWNER	\$7,000

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* 29' Cal..... 18,500	33' Columbia..... 29,000
29' Cal 29..... 24,500	* 33' Newport..... 49,500
* 30' Cal 2-30..... 22,000	* 35' Bristol 2 From..... 54,500
* 30' Carter..... 32,000	* 35' Coronado..... 48,000
* 32' Alden M/Sailor 2 FR..... 43,000	36' Islander..... 57,500

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* 30' Amazon..... 57,000	38' Ingrid 38..... 79,000*
30' Fisher..... 50,000	39' Cal 2 From..... 49,500
* 31' Cheoy Lee 2Fr..... 18,500	* 40' Valiant..... 129,000
32' Atkins..... 59,500	41' Islander Freeport..... 94,500
32' Rival..... 53,000	* 41' Kings Legend..... 85,500
* 33' Vanguard..... 20,000	* 41' Cheoy Lee..... 89,500
34' Peterson..... 44,950	44' Lafitte..... 175,000
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* 25' C & C 25..... 12,500	35' C & C 35 MK II..... 49,500
26' C & C 26..... 25,000	* 40' C&C..... 110,000
* 27' C & C 27..... 23,500	
30' C & C 1/2 Ton..... 18,000	

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33' Peterson..... 37,950	38' Soderberg..... 45,000
* 34' Dash 34..... 38,500	40' Wilderness..... 79,500
34' Peterson..... 44,900	

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* 23' Ericson..... 6,500	* 25' U.S. 25..... 10,500
* 23' Ranger..... 9,500	25' Catalina..... 14,900
* 24' Bristol..... 10,000	* 27' Catalina..... 24,500
25' Cape Dory..... 12,000	* 27' Catalina O/B..... 13,500
25' Yamaha..... 16,500	27' Sun 27..... 17,000
* 25' Cal..... 6,500	* 28' Cal..... 12,500
* 25' Bahama..... 9,800	29' Ericson..... 25,700
* 25' Cal 2-25 2 Fr..... 18,500	30' Islander MkII..... 28,000

POWER BOATS

* 30' Chris Cavalier..... 16,000	43' Tollycraft..... 225,000
32' Owens..... 22,500	45' Bluewater..... 110,000
35' Pacemaker..... Inquire	46' Grand Banks..... 335,000
36' Trojan 36 S.F..... 36,500	
* 38' PT 38..... 88,500	
41' Chris Craft Comndr..... 136,500	



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The elegant lines of a modern cruiser yet uncompromisingly crafted of solid steel. She's an ideal cruising boat for someone who wants to go far in comfort and safety. \$57,000.



A Cheoy Lee Off Shore 31 that is a 10. Professionally maintained with no expense spared to keep her perfect. She is as pretty to look at as she is sweet to sail. A modified Herreshoff design with a long and stable lateral plane keel, ketch rigged and diesel engine \$18,500



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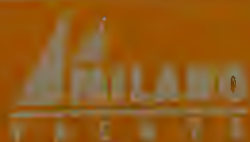
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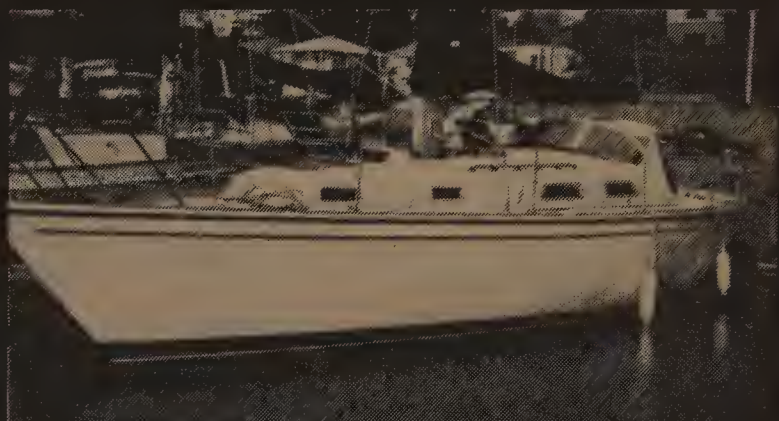
35' BERTRAM

1972/84 Twin cats, generators, cruise 18 knots, sleeps two, fishes six. All the toys! **Asking \$115,000.**



38' GOLDEN STAR

1985. Twin 200hp Perkins provide 15 knot cruise, owners queen aft, shows like 1989 Only 90 hours. **Asking \$127,500.**



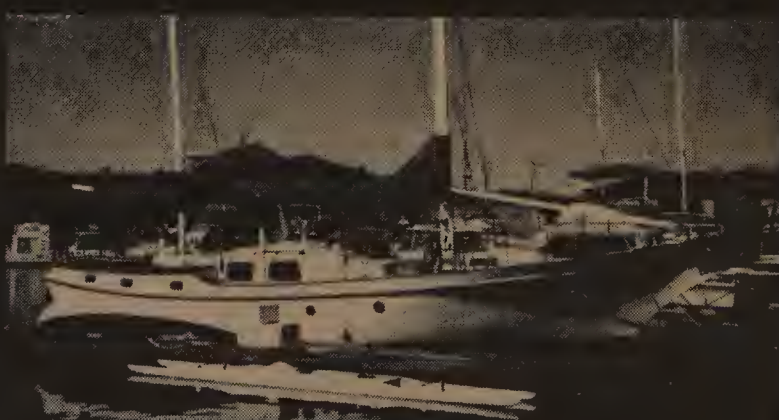
34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. **Asking \$68,000.**



PT 52

Motoryacht. With Twin 300 Cummins, generator. 2-3-4 state-rooms, two heads, two showers, delivered San Francisco. **\$295,000.**



OCEANS VII

BLUEWATER 47 Center Cockpit Cruising Ketch. Built 1978 with owners queen aft & guest double forward. Two heads, 2 showers, new '88 aluminum spars, boat shows excellent maintenance. **Asking \$120,000.**



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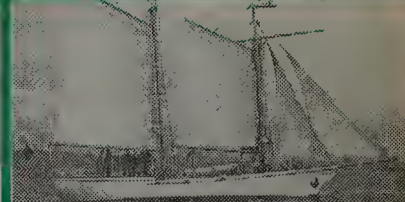
30' PEARSON FLYER Fractional rig sloop, racer/cruiser, light strong hull, large sail area, 8' cockpit, diesel, sleeps 4. Asking **\$33,500.**



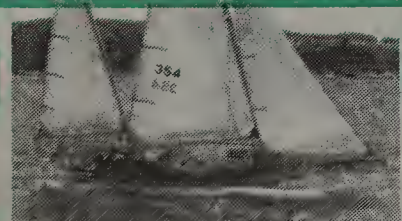
HUNTER 31 Three available (1983, 1984, 1986). Very clean boats. Choose the best from **\$38,000.**



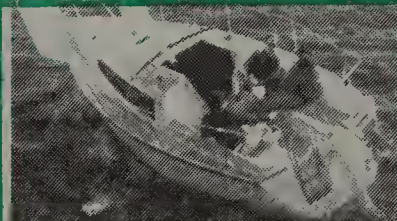
HUNTER 40 Incredibly spacious, fast yacht, bristol condition, roller furling jib, stowaway main, refrigeration, more. **Reduced**



54' TOPSAIL Schooner "Rodeuse". Classic 1979 Belgian built PH beauty. Consummate strength & safety. Commercial grade electronics + scuba air compressor.



ATKINS 36' The manufacturer's personal boat for 35 years. Classic ketch, fully covered, solid investment. **Reduced to \$25,000**



272 O'DAY 1986. Roller jib, 7.5hp Honda o/b, owner transferred. Just like new. **Steal it at \$23,500.**



33' NEWPORT 1983. Roomy, fast and sturdy! Great Bay boat. Very neat. Priced below BUC. **\$35,000.**



43' ENDEAVOUR Ketch, '81. Just 200 hrs on this aft stateroom cruiser. Autopilot, radar, Loran, etc. **Priced for quick sale. \$110,000.**



36' GIBSON Houseboat '77, very clean, strong eng, fully equipt for summer cruising/liveaboard. **\$29,950.** Trades, trades!



HUNTER 37 Popular performance cruiser/racer. Roller furling jib, spacious liveaboard. **\$59,900.**



RANGER 26 In excellent condition. A rare find at this price! **Only \$8,995!!**

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24' FLICKA, '80	27,000	29.6' ROUGHWATER	34,500
24' GLADIATOR, '69	6,000	31' SEA RAY, '81	68,000
24' MOORE	14,000	33.4' CHRIS CRAFT, '84	75,000
25' BAHAMA, '76	6,900	33.5' FIBERFORM, '77	69,500
25' BAYLINER, '79	11,900	35' CHRIS CRAFT (SHARP), '63	43,500
25' CORONADO, '68	8,000	36' KROGEN, '85	99,000
25' MERIT, '83	17,000	36' SEA RAY, '83	110,000
25' US YACHTS	2 from 7,500	36' GIBSON HOUSEBOAT	29,950
25' O'DAY, '80	11,900	37' OWENS, '67	49,000
26' RANGER, '69	8,995	37' HERSHINE, '79, pend'g	68,500
26' BRISTOL, '72	10,000	37' CHRIS CRAFT, '67	29,000
26' CHEOY LEE, '64	10,000	39' SEA RAY, '84	128,000
27' US YACHT, '82	22,000	39.4' BLUEWATER - TAIWAN, '77	86,000
27' BRISTOL, '73	17,500	39' OCEAN ALEXANDER, '86	225,000
27' CAL, '76	19,500	40' TOLLYCRAFT, '87	200,000
27' HUNTER	2 from 19,000	40' CRUISE-A-HOME, '71	50,000
27' CATALINA, '71	13,500	40' CHRIS CRAFT, '61	45,000
27' CHEOY LEE	16,000	41' UNIVERSAL, '79	99,500
27' ERICSON, '74	15,900	41' CHRIS CRAFT, '82	135,000
27' HOMEBUILT, '79	15,500	41' UNIVERSAL, '79	99,500
27' NEWPORT, '77	15,500	41' CHRIS CRAFT, '69	99,000
27' SUN, '79	18,500	42' KROGEN, '87	195,000
27' O'DAY, '86	23,500	44' TROJAN, '78	179,500
28' LANCER, '77	15,000	44' GULF STAR, '80	185,000
28' TARTAN, '86	48,000	45' TOLLYCRAFT, '71	159,500
29' J/BOAT, '83	29,000	46' PACEMAKER, '70	120,000
29.6' H-28 CRUISING KCH, '64	27,500	48' HATTERAS, '75	227,000
30' CAL 2-30, '69	21,000	49' MEDITERRANEAN, '85	239,000
30' BABA, '85	81,000	52' BLUEWATER, '82	179,000
30' ERICSON	2 from 22,500	53' BLUEWATER, '80	249,000
30' LANCER, '79	2 from 34,500	62' WHEELER CLASSIC, '81	165,000
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30' PEARSON Flyer, '82	33,500		
30' PEARSON	2 from 24,500		
30' YAMAHA, '81	35,000		
30' ISLANDER, '74	26,000		
31' DUFOUR	20,000		
31' HALLBERG RASSEY, '84	65,000		
31' HUNTER	3 from 39,000		
32' TRAVELER, '76	54,500		
32' UNION, '84	59,500		
32' WESTSAIL, '75	48,000		
33' NEWPORT, '83	35,000		
33' HUNTER, '81	48,000		
34' CAL 34, '67	22,500		
35' FANTASIA, '79	74,000		
35' MULL, '88	33,500		
35' KNOCKABOUT/MOWER, '14	14,000		
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35' SANTANA, '80	52,000		
35' CHRIS CRAFT, '72	50,000		
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36' ISLANDER FREEPORT	89,500		
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36' CHEOY LEE, '76	60,000		
36' CATALINA	2 from 60,000		
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36' ISLANDER, '72	40,000		
36' J/BOAT, '81	89,000		
36' LANCER, '79	59,900		
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43' HOLCOMB, '47	69,000		
43' TSUNAMI, '83	45,000		
44' CHEOY LEE, '80	133,900		
44' ISLANDER, '74	70,000		
44' CYS, '78	125,000		
44' LAFITTE, '79	150,000		
45' CREALOCK, '81	115,000		
45' EXPLORER, '79	110,000		
45' PORPOISE/GARDEN, '70	80,000		
45' HARDEN, '82	129,000		
45' LANCER, '83, PH M/S	125,000		
46' OMEGA, '79	90,000		
47' GARDEN, '71	100,000		
47' HYLAS	INQUIRE		
47' PERRY, '80	125,000		
50' KETCH, '82	16,500		
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